SECRETARY SEWARD.

His Reported Intended Marriage-The Bride and Groum to Be.

Washington Correspondence Hariford Post. WASHINGTON, Oct. 8 .- The news is not of facts but of indications. A few weeks intervene before the storm. Will it be a rain or a waterspout? In the interval all the prophets are out with horoscopes, telescopes, smoked glass, cauts, life-preservers, dream books, and other things, making reputations by learneoness or

satisfying their fears.

If it's a deluge I hope you will publish a news paper up to date, even to the entering of Seymour and his sons' sons into the ark, with all the creeping things that belong to them after their kind. But my news is the other way. I saw a letter from a Charleston editor of characto-day, saying:-"We think it looks as blue the devil.

Blue for him is clear weather for mankind, His happiness is the British sailor's, who, coming home from a foreign cruise in November, saw the familiar bogs of Kent, and said:—'None of your d—— d blue skies here!"

MR. SEWARD'S WEDDING

It cannot be premature, since a journal which ought to know the proprieties of life so well as the New York *Tribune* has already adverted to t editorilly, for me to speak of the alleged wed-ling of Mr. Seward. It is believed around town generally that he is to be married within a short time to Miss Office Risley, daughter of either the Assistant Solicitor of the Treasury or of the Deputs Commissioner of Internal Revenue. Miss Risley has been a familiar triend of Mr. Beward, a good while the sharer of his car-riage, the appreciator of his conversation, and, I think, a visitor to his house. She was one of the party of excursionists West a year or more the party of excursionists west a year or more ago, and distinguished herself as a brilliant and vivacious conversationalist, and withal as a good and sensible woman. Her family came from Chatauqua county, New York, I have understood, and if this be true, perhaps Mr. Seward made the acquaintance of her family when a resident of that region in 1836, as the when a resident of that region in 1836, as the agent of the Holland Land Company. Miss Risley is not above twenty-seven, I should udge. She is what we call a "fine woman," large in shoulders and figure, with height to give her carriage, fine large eyes, the features about the mouth and chin being less delicate, but alterether about but altogether she is a perfect physical pre-

I am only repeating what will probably get to the public through other mediums before my etter reaches you, that the story goes here to bis effect:-

Within a recent period Mrs. Risley, mere, died, being supplied by Mr. Seward with his own physician from New York, and otherwise tenderly treated. She called up the future groom and her daughter, and told them that she wished her death to embarrass no wishes which at Auburn bey had entertained. It is, therefore, current over Washington that two weeks will not slapse before the nuptials will be consummated. Mr. Seward will get an intel-lectual helpmate equal to the expecta-lions of his house, and of a person and temperament which a young person might be glad to possess. His great place at New York is quite lonely now. Providence having afflicted him in his family, beyond the lot of few men, with approximate public responsibility. He lost his wife and daughter at a time when partisan malice had scarcely enough decency to spare him alive while he proceeded to their graves, and his large edifice here demands a matron to preside at its receptions, since pretty little Mrs. Fred Stewart loves her family more than this ostentatious grandeur, and will readily yield her ostentatious grandeur, and will readily yield her place. I say again, that if any case seems to be a hard one, it is Mr. Seward's, A social being, still with fine powers of endurance, fond of a glass of wine, who can ride all day up the banks of Rock creek, walk two or three miles, and talk all the distance, write and deliver a speech that almost tires his hearers, and stand up in public receptions from nine to twelve o'clock, and be a versatile mirecle. Weddings of this sort are a far from niracle. Weddings of this sort are, so far from being disproportionate, quite the custom in Europe. The diplomat there never turns gray, but turns a sort of foxy silver, like Gortschakoff, who grew more foxy and wily, capable of diving deeper, swimming further, and coming up oftener as he approached one hundred years. Mr. Seward was born in the year 1801, and we one he will continue amongst us till the year 1899. By that time full justice will have been

This last conquest of our distinguished diplomatist is truly an unassisted one, and a compli-ment to those rare powers of fascination which are the admiration of Europe as of his country-men. The aged soldier—not to speak of the first Black Republican, "Othello"—never seemed so victorious as when he came from the camp to wed. So with the diplomatist, whom we may admire in his own description of the State, quoted by him in the peroration of his Auburn speech in 1865, with nothing changed but the

"Go sound his gates with solemn pomp! Mark every battlement and see, If there ye miss a stone!"

I grieve to quit this subject, as it is so ex-quisite a relief to my duller duties of registering movess" checkmates, and material matters It demonstrates that

"Love rules the camp,
The court, the grove,
For love is heaven,
And heaven is love!"

At that rate I could quote poetry all day, and cite instances of bappy state marrtages. The renowned Lady Franklin, pursuer of her hus-band into the polar seas, was a second wife, and when Mr. Seward gets so far into the finesse of diplomacy that he disappears from our sight, he may find his Lady Franklin also. James Madison was nearly President before he married—nearer it, I think, than is Mr. Seward—and Dolly Madison made the most brilliant housekeeper in history. Therefore, in the words of Robert T. Conrad over Gereral Taylor:-

"Weep not for him! The Thracian wisely gave Tears to the birth couch, triumph to the grave!" Cited to posterity with Oxensteirn, Talleyrand, Richelieu, Cavour, Gortschakoff, Metternich, Cornell Jewett, and particularly Palmerston. whom he most resembles, we may commit him to Hymen with Hood's most beautiful invoca-

THE IRISH RACE IN AMERICA.

Letter from Rev. Dr. Bellows to the London "Times."

The following interesting letter from Rev.

Dr. Bellows appears in the London Times:-"To the Editor of the Times .- Sir: -There is one view of the Irish Church question not commonly presented in England, which in my poor judgment is of first-rate importance, and that is the influence of the Irish Establish-ment in fomenting the ill-will of the Irish emigrants to America, and through them of America itself. It is bad enough to allow Ireland at home so just a cause of complaint, but it is still worse to furnish Irishmen in America with such a powerful argument against English justice that they are able to lower your national reputation and to communicate their disaffection to millions of my countrymen. It is the Irish population in America who keep alive the animosities towards England that might otherwise slumber in the hearts of our native citizens. We have, perhaps, sufficient grounds of dissatisfaction with the course of England towards America in the late war to make it dangerous to add anything to their

weight. When to the natural but most unhappy jealousy between two great nations, speaking the same language and contending for the same markets and the same honor and power, the one proud of its mighty past, the other proud of its mighty future, there is added a real cause of dispute, peace becomes uncertain; but if to this be still joined a perpetual irritation, kept up by disaffected Irish emigrants, it seems almost inevitable that war must break out on some early opportunity.

"Few Englishmen seem to understand the importance—the real and adventitious influ-

ence-of the Irish race in America. . It is a great injustice to speak of the Irish population there as if they contributed only so much crude muscle to our labor, and were a specially ignorant and degraded people; there is a handsome percentage of skilled labor and of intelligent and enlightened mind in the Irish emigration, and many who arrive on our shores rude, untaught, and without ambition, develop almost at once the American spirit of enterprise and thrift, and become valuable citizens. There is one civilizing in-fluence over the whole race, (which lingers too much in our great cities produced by the almost universal employment of Irish women in our domestic service. The American kitchen is the true school-room of the Irish peasant girl. The rapid improvement in manners, dress, and character which Irish women experience in contact with refined households, and under the example and influence of American mothers and daughters, is marvellous to behold. Of course the Irish wom-n cannot fail to carry up with them the Irish men of their own class, and there is, therefore, a steady tendency to improvement in the whole emigration. Of that portion who settle in the newer States, upon farms, ninety per cent., I doubt not, are good citizens; and of the whole body it may be said that, if not on a par with the American na-tive population, their children, enjoying all the advantages of popular education, become fully Americanized, and enter as an almost homogeneous element into our national life.

"But, while speaking thus favorably of the Irish people, it must not be concealed that in our cities they still furnish the least enlightened portion of our Democracy, and that portion which is practised on most successfully by demagogues. Being all of the Romish saith—the exceptions are too few to enumerate—they are gregarious, sympathetic with each other, and subject to common excitements. They are readily banded and managed by their leaders, who are either priests or politicians, or both in one. The priests, who barter their influence for legislative grants to Irish and Catholic institutions; the lawyers of their own nationality, who cultivate political power by flattering the prejudices or irritating the sores of the masses—these two sorts of leaders always have it in their power to control to an important extent the Irish vote, and to sell it out under safe and indirect forms to the party that will most favor the Irish hopes or hates. This Irish vote is of decisive weight in many elections. It often settles the gubernatorial election to carry the Irish vote of the city of New York. There are over one hundred thousand Irish—perhaps twenty-five thousand Irish voters—in that city; they commonly vote solidly, and they obey well-

known leaders. "Now, if batred of England is a very popular sentiment with them, you can easily appreciate the temptation of not over-scrupulous politicians to flatter that hatred, to sow it among native voters, and to adopt it as part of the policy of the party. It is, then, the sober truth that Irish wrongs are rapidly and extensively echoed by American sympathizers who wish the Irish vote, and that hatred of England is a well-established policy among a considerable and, I fear, a growing body of the democracy of both political parties, who will one day bid against each other for the prize of being the oldest and boldest haters of proud England.

England.
"I do not say that you can by any measures you may employ wholly exorcise the ill-will of Irish emigrants towards England, or prevent American politicians from trading in this perilous animosity; but I am very sure that every act of justice to Ireland diminishes the amount of this ill-will and makes the work of unprincipled politicians more difficult. I am sure that the disestablishment and the disendowment of the Irish Church will have a most important effect in stopping the mouth of Irish emigrants, and deprive them of one of their main weapons of offense and their chief brands of inflammation; and it would certainly supply the lovers of peace between England and America in my own country with a signal argument in their ceaseless but unequal controversy with the vulgar politicians who are careless of embroiling these two nations if only their own petty ends of place and profit are secured.

"I don't know what you may think about it, but I think that the reflective influence of Irish discontent upon America is the most serious and threatening aspect of that discon-tent, and I know no peril to the peace of the two countries so potent and alarming as the ceaseless irritation of the Irish emigrants communicating itself to our Democracy. By disestablishing the Irish Church you commence a series of reforms which will tend to restore the love of your alienated sister kingdom, and with it the good-will of her children who have emigrated to America. If by this or any other honest way the peace of these two countries can be preserved for a quarter of a century longer, I believe Irish emigration will be over and American excitement from that source impossible. If we can have peace together for twenty-five years we may avoid for a century a shock from which neither country would recover in many generations, and which would put back Christian civilization for ages. God in His providence avert such a calamity in our day or our children's !

"Very faithfully yours, Liverpool. HENRY W. BELLOWS. "Liverpool.

RAILROAD LINES.

EST CHESTER AND PHILADELPHIA
RAILEGAD-WINTER ARRANGEMENT.
On and after MONDAY, October 5, 1849, Trains will
leave as follows:
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11 A. M.,
2 20 P. M., 4 15 P. M., 4 50 P. M. 6 15 and 11 13 P. M.
Leave West Chester for Philadelphia, from Depot
on East Market street, at 6 25 A. M., 745 A. M., 500 A.
M., 10 45 A. M., 155 P. M., 4 50 P. M., and 6 25 P. M.
Trains leaving West Chester at 8 50 A. M., and leaving Philadelphia at 4 50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and B. C. Junction, going
East, will take train leaving West Chester at 745
A. M., and going West will take the train leaving
Philadelphia at 4 50 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by The Depot in Philadelphia is reached directly by the Chesnut and Walnut sireet cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon is

Leave Philadelphia at 8:39 A. M. and 2:00 P. M. Jeave West Chester at 7:55 A. M. and 4:00 P. M. Trains leaving Philadelphia at 7:45 A. M. and 4:50 P. M. and leaving West Chester at 8:00 A. M. and 4:50 P. M. connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

4:101 HENRY WOOD, General Sup't.

GAS FIXTURES.

A S F I X T U R E S,—
MISKEY, MERRILL & THACKARA,
No. 718 CHESNUT Street,
manufacturers of Gas Fixtures. Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assoriment of Gas Chandellers, Pendants,
Brackets, etc. They also introduce gas pipes into
dwellings and public buildings, and attend to extending, sliering, and repairing gas-pipes.
All work warranted.

O E N M X C H A N G

BAG MANUPACTORY,
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. COTHER OF MARKET AND WATER Streets,
Philadelphia.
DEALERS IN RAGE AND BAGGING
Of every description, for
Grain, Flour, Sail, Super-Phosphate of Lime, Bona
Dust, Etc.
Large and small GUNNY HAGS constantly on hand
1221 Also, WOOL BAUKS.
JOHN T. BAILEY.

RAILROAD LINES. READING BAILROAD,—GREAT TRUNK L. LINE from Philadeiphia to the interior of Penusylvania, the Schuylkili, Sunquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1883, leaving the Company's Depot, Thirteenth and Callowhili streets Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 789 A. M. for Reading and all intermediate stations, and Allen town. MORNING ACCOMMODATIONS.—At 782 A. M. for Reading and all intermediate stations, and Allen town.

Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 915 P. M.

MORNING EXPRESS.—At 515 A. M., for Reading Lebanon, Harrisburg, Pottavilie, Pine Grove, Fathaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falia, Buffalo, Wilkeebarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the Kast Pennsylvania Raliroad trains for Alientown, etc., and the 515 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, E. mira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.— Leaves Philadelphia at 330 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION.—Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 430 P. M., arrives in Pottstown at 646 P. M., etc. Philadelphia at 430 P. M.; arrives in Pottstown at 640 P. M.
READING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.
Reaturing, leaves Philadelphia at 515 P. M.; arrives in Reading at 805 P. M.
Trains tor Philadelphia leave Harrishurg at 810 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrishurg at 205 P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 645 P. M.
Harrishurg accommedation leaves Reading at 7:15 A. M., and Harrishurg at 4'10 P. M. Connecting at Reading with Alternoon Accommodation south at 8:30 P. M., arriving in Philadelphia at 9:15 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphis and all other Way Stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia for Reading at 8:50 A. M., returning from Reading at 4:52 P. M. Reading at 8*80 A, M., returning from Reading as a P. M. ESTER VALLEY RAILROAD,—Passengers for Downingtown and intermediate points take the 7*20 A. M., 12*45 and 4*30 P. M. trains from Philadelphia, returning from Downingtown at 6*20 A. M., 10*06, and 5*54 P. M.

PERKIOMEN RAILROAD,—Passengers for Skippack take 7*20 A. M., and 4*30 P. M. trains from Philadelphia, returning from Skippack at 5*10 A. M. and 1*25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack. P. M. Stage lines for Various points in Pertolines P. Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 00 and 5 00 P.M., passing Reading at 1 10 A. M., 1 34 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Radiroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Battimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 2:50 and 5 25 A. M., 9 25 P. M., passing Reading at 4 44 and 706 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 45 A. M., and 5 5 0 P. M. Sleeping Care accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 5 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHLROAD,—Trains leave Pottsville at 6 45, 11 20 A. M., and 2 15 and 4 25 P. M., retorning from Tamaqua at 8 25 A. M., and 2 15 and 4 25 P. M., SCHUYLKILL AND SUSQUEHANNA BAIL-SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD,—Trains leave Auburn al 255 ROAD,—Trains leave Auburn at 785 A. M. for Pinegrove and Harrisburg, and at 1815 P. M. for Pinegrove and Tremont; returning from Harrisburg at 830 P. M., and from Tremont at 740 A. M., and 525 P. M.

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

Excursion Tokets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced

by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or 4, A. Nicolls, General Superlatendent, Reading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between al points, at \$5250 each, for iamilies and firms.

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

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

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 435 A. M., 12'45 noon, 3'00, and 6 P. M., for Reading, Lebanon, Harilsburg, Pottaville, Port Clinton, and all points

M., 12 45 noon, 3 00, and 6 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
Malls close at the Philadelphia Post Office for all places on the road and its branches at 5 A, M., and for the principul Stations only at 2 15 P. M.
BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot.
Orders can be left at No. 225 S. Foorth street, or at the Depot, Thirteenth and Callowhill streets.

Depot, Thirteenth and Callowhill streets.

DHILADELPHIA AND ERIE RAILROAD, THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSFORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Steeping Cars on all Night Trains.
On and after MONDAY, September 14, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:

WESTWARD.

MAIL TRAIN leaves Philadelphia. 10 40 P. M. Williamsport. 8 20 A. M. arrives at Eric. 925 P. M. ERIE EXPRESS leaves Philadelphia. 11 30 A. M. Williamsport. 8 35 P. M. ELMIRA MAIL leaves Philadelphia. 800 A. M. Williamsport. 6 28 P. M. arrives at Lockhaven. 7 45 P. M. EASTWARD.

MAIL TRAIN leaves Eric. 10 50 A. M. EASTWARD.

MAIL TRAIN leaves Eric. 10 50 A. M. EASTWARD.

Williamsport. 10 15 P. M. EASTWARD.

WILLIAMSPORT. 10 15 P. M. Williamsport. 10 15 P. M. EASTWARD.

WILLIAMSPORT. 10 15 P. M. WILLIAMSP

ALFRED L. TYLER, General Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 34, 32, 4, 5, 53, 610, 7, 8 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 5, 4, 43, 6, 65, 7, 8, 9, 19, 11 P, M.

The 8 20 Down Train, and 33 and 65 Up Trains will not stop on the Germantown Branch,
ON SUNDAYS.

Leave Philadelphia 95 A, M., 2, 7, 103 P, M.

Leave Germantown 83 A, M., 1, 6, 94 F, M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 3, 8, 10, 12, A, M., 2, 32, 52, 7, 8 and 11 P, M.

Leave Chestnut Hill 7 16, 8, 940, and 11 10 A, M., 1 40 340, 540, 540, 540 and 104 F, M.

Leave Chestnut Hill 7 16, 8, 940, and 17 P, M.

Leave Chestnut Hill 7 80 A, M. 2 and 7 P, M.

Leave Chestnut Hill 7 80 A, M. 12 and 7 P, M.

Leave Chestnut Hill 7 80 A, M. 12 and 7 P, M.

Leave Chestnut Hill 7 760 A, M. 12 and 925 P, M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 9. A. M. 2 and 7 4. 5 40 and 9 25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7 5. 9, and 11 05 A. M. 1½, 3, 5½, 5½, 5%, 8 25 and 11½ P. M.
Leave Norristown 5 40, 7, 7 50, 9, and 11 A. M., 1½, 3, 6½, 6½, and 6½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2 30 and 7 75 P. M.
Leave Philadelphia 6, 7½, 9, and 11 05 A. . ., 1½, 3, 4½, 5½, 6½, 8 05, and 11½ P. M.
Leave Philadelphia 6, 7½, 9, and 1105 A. . ., 1½, 3, 1½, 5½, 6½, 6 05, and 11½ P. M.
Leave Manayunk 6 10, 7½, 8 20, 9½, and 11½ A. M., 2, 8½, 5½, 6½, and 9 P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, 315 P. M.
For Millville, Vineland, and intermediate stations 8·15 A. M., 8·15 P. M.
For Bridgeton, Salem, and way stations 8·15 A. M and 8·20 P. M.
For Woodbury at 8·15 A. M., 8·15, 3·20, and 6·00 P. M.
Freight train leaves Camden daily at 12 o'clock poon. Freight received at second covered whasf below Walnut atreet, daily. Freight Delivered No. 228 South Delaware avenue, WILLIAM J. SEWELL,

FREIGHT LINES FOR NEW YORK AND Stations on Camben and Amboy and Connecting Lailroads, from Wainut street wharf.

INCREASED DESPATOR.

Freight for all way points on the Camben and Amboy, Freshold and Jamesburg, and Rurlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Rail roads, forwarded at 25 P. M.

For New York, at 12, 24, and 5 P. M.

For New York, at 12, 24, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in everying stance he same with each load of goods.

WALTER FREEMAN, Agent, Philadolphia.

RAILROAD LINES.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD:—
airect line to Bethlehem, Easton, Allentown, Mauch Chunk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mouni Carmel, Pittaton, Seranton, Carboniale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, R. W. corner of BERES and AMERICAN streets.

ELEVEN DALLY TRAINS—On and after WEDNESDAY, July 20, 18th Passenger Trains leave the New Depot. corner of BERES and AMERICAN streets. daily (Sundays excepted), as follows:—
At 745 A. M.—Accommodation for Fort Washington.
At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, sonnecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Raston, Allentown, Catasanqua, Blatington, Mauch Chunk Westherly, Jeanewille, Hazleton, and all points in Lehigh and Susquehanna Railroad for Mahanoy City, and with Catawissa Railroad for Rupert, Danville Millen and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Rupert, Danville Millen and Williamsport. Arrive at Manch Chunk at 1206 A. M.: at Wilkeebarre at 8 P. M.; at Mahanoy City and with Catawissa Railroad for Rupert, Danville Millen and Williamsport. Arrive at Manch Chunk at 1206 A. M.: at Wilkeebarre at 8 P. M.; at Mahanoy City and with Catawissa Railroad for Rupert, Danville Millen and Lail thermediate Stations, Passengers for Willow Grove, Habboro' and Hartaville, by this train, take Stage at Old York Road.

At 1957 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Hazleton, Mahaney City, Centralia, Shenandoah, M., Carmel, Pittston and Scranton, at 215 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 745 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Habboro, and Hartaville take at 185 P. M.—Lehigh and Susquebanna Evening Train for Faston, Allentown, Mauch Chunk TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 900 and 1105 A. M., 200 and 8:30 P. M., and 2:00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanns trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:05 P. M., and arrive is Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:30, 10:45 A. M. and '1 P. M.

ON SUNDAYS. P. M.

Philadelphia for Bethlehem at 9'30 A. M.

Philadelphia for Bethlehem at 9'30 A. M.

Philadelphia for Doylestown at 2'00 P. M.

Doylestown for Philadelphia at 7'30 A. M.

Bethlehem for Philadelphia at 4'30 P. M.

Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Secund and Third Streets Line and Union Line run within a short distance of the depot. depot.
Tickets must be procured at the Ticket office, in order to secure the towest rates of fare.
Tickets sold and Baggage checked through to principal points, at Maun's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

1868.—FOR NEW YORK.—THE CAMDEN AND TRENTEN RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET ALS 30 A. M., via Camden and Amboy Accommodation. At 8 A. M., via Camden and Jersey City Ex-

At 6 P. M., for Amboy and intermediate stations.
At 5 80 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 5 and 10 A. M., 2 and 3 30 P. M., for Freehold.
At 5 and 10 A. M., 2, 320 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3, 3 30, 4 20, 6, and 11 80
P. M. for Bordentown, Burlington, Beverly, and Delanco. P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M. for Fish House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$3.
At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.
At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 and 11 A. M., 2'30, and 5 P. M. for Morrisville and Tullytown. At 7 and 10'15 A. M., 2'30, and 5 P. M. for Schencks and Eddington. At 7 and 10 15 A. M., 2 20, 4, 5, and 6 P. M. for Corn-

At 7 and 10 13 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmsburg, Tacony, Wissingming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILABELPHIA DEFOT, VIA Connecting Railway.

At 9:30 A. M., 1:00 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3:25.

At 1:A. M., Emigrant Line, Fare, \$2.

At 1:30 A. M. on Mondays only—New York Express Line, Fare \$3:25.

The 9:30 A. M., and 6:30 P. M. Lines will run daily, All others, Sundays excepted.

At 9:30 A. M., 1:00 6:30, and 12 P. M. for Trenton.

At 9:30 A. M., 6:30, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Echensk's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

Examples leaving Kensington Depot take the Cars.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheanut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Cheanut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9-30 A. M. and 6 50 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES,
At 700 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 700 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3:30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

tions.

CAMDEN AND BURLINGTON CO., AND PEM. BERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.)

At 7 and 10 A. M., 1, 3'3', and 5'30 P. M., for Merchantsville, Moorestown. Hartford, Masonville, Hainsfort, Mount Holly, Smithville, Ewansville, Vincentown. Birmingham, and Pemberton.

At 7 A. M., 1 and 3'30 P. M., for Lewistown, Wrightstown. Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown. Sharon, and Hightstown. WILLIAM H. GATZMER, Agent, September 14, 1868.

September 14. 1868.

DHILADELPHIA, WILMINGTON AND BALL
TIMORE RAILROAD.
TIME TABLE,
commencing MONDAY, October 5, 1868. Trains will
have bepot corner of BROAD Street and WASHINGTON Avenue as follows:—
Way-Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Crisfeld and Intermediate Stations.
Express Train at 11:45 A.M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chasse's and Stemmer's Run.
Night Express at 11:30 P. M. (Bally) for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton,
Northeast, Perryville and Havre-de-Grace,
Passengers for Fortress Monroe and Norfolk will
take the 11:45 A. M. Train

WILMINGTON TRAINS.

Stopping at all stations between Philadelphis and
Wilmington.

Leave Philadelphis at 11:06 A. M., 2:30, 5:00, and
7:06 P. M. The 5:00 P. M. Train connects with Delaware
Railroad for Harrington and intermediate stations,
Leave Wilmington 7:06 and 5:10 A. M., 120, 4:15, and
7:06 P. M., train from Wilmington runs daily. All
other Accommodation trains Sundays excepted.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:35 A. M.,
Express: 2:25 P. M., Express, 7:27 P. M., Express,
SUNDAY TRAIN FROM BALTIMORE,
Leave Baltimore 4:725 P. M., Stopping at Magnolia,
Perryman's, Aberdeen, Havre-de-Grace, Perryville,
Charlestown, North-East, Eikton, Newark, Stanton,
Newport, Wilmington, Claymont, Linwood, and
Chester.

Chester, tickets to all points West, Bouth, and Through tickets to all points West, Bouth, and South West, may be procured at the Ticket Office, No. 818 OHESNUT Street, under the Continental Hotel, 818 OHESNUT STREET, But Street, and Street, and Street, and Street, and Street, Stree

PAST FREIGHT LINE, VIA NORTH PENNBYLVANIA RAILBOAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is realised to give increased despatch to merchandise consigned to the above named points.

Goods delivered jat the Through Freight Depot, Refore 5 P. M., will resolv Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyomtog veileys before it A. M. of the surgeeding day

RAILROAD LINES.

PENMSYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT SEPT. 13, 1963.
The trains of the Pennsylvania Central Rallroad leave the Depot, at THIRTY-FIRST and Mark ET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheenut and Wainet 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.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention.
TRAINS LEAVE DEPOT, VIZ:-Fast Line..... Erie Express

SHIPPING.

LORILLARD'S STRAMSHIP LINE FOR NEW YORK.

From and after this date, the rates of freight by this line will be ten cents per 100 lbs. "Theavy goods; four cents per foot, measurement; one cent per gallon for liquids, ship's option. One of the Steamers of this Line will leave every Tuesday, Thursday, and Saturday, Goods received at all times on covered piers All goods forwarded by New York agent free of charge, except cartage. For surther information, apply on the pier to

JOHN F. OHL,

Offices,
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
Or to
O'DONNELL & FAULK, Agents,
No. 411 CHESNUT Street, Philadelphia, NORTH AMERICAN STEAMSHIP-COMPANY. Railroad.

NEW ARBANGEMENT. EVERY MONTH, or the day before when these date.

EVERY MONTH, or the day before when these dates tall on Sunday.

Passage lower than by any other line,
For information address

D. N. CARRINGTON, Agent,
Pier No. 46 NORTH BIVER, New York,
Or THOMAS R, SEARLE,
No. 217 WALINUT Street, Philadelphia, Pa.
W. H. WEBB, President. CHAS. DANA, Vice-Pres
Office-54 EXCHANGE Place, New York, \$39m

NEW EXPRESS LINE TO ALEXBLOW EXPRESS LINE TO ALEXandria, Georgetown, and Washington
D. C., via Cheaspeake and Delaware Canal, with connections at Alexandria from the most direct route
for Lynchburg, Eristoi, Knoxville, Nashville, Dalton
and the Southwest.

Steamers leave regularly every Saturday at noon
from the first wharf acces Market street,
Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia.

NOTICE.—FOR NEW YORK, VIA

DELAWARE AND RARITAN CANAL.

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of this line leave DAILY
from first wharf below Market street.

THROUGH IN 24 HOURS.

Goodr forwarded by all the lines going out of New
York, North, East, and West, free of commission,
Freights received at our usual low rates.

WILLIAM P. CLYDE & OO., Agents.

NO. 14 S. WHARVES, Philadelphia,
JAMES HAND, Agent.

No. 119 WALL Street, corner of South, New York,

PHILADELPHIA, RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE
EOUTH AND WEST.
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad,
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

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.

Steamships insured at lowest rates.

Freight received daily.

No. 14 North and South WHARVES.

W. P. FORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk. 612

T, P. CROWELL & CO., Agents at Norfolk. 612

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO., N. E. Corner of FOURTH and RACE Sts., PHILADELPHIA,

WHOLESALE DRUCGISTS.

IMPORTERS AND MANUFACTURERS OF White Lead and Colored Paints, Putty, Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASIL

COAL.

B. MIDDLETON & CO., DEALERS IN COAL, Kept dry under cover, Prepared expressly for family use, Yard, No. 1225 WASHING TOD Avenus. Office No. 114 WALNUT Street. 75

DR. KINKELIN, AFTER A RESIDENCE on and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between Madiket and Chesnut.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Descence of the skin, appearing in a hundred different forms, tetally eradicated; mental and physical weakness, and all nervous deblitties scientifically and accocasiulty treafed. Office hours from 3 A. M. of P. M.

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION of Bank street, Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC. On Monday morning.

LARGE SALE OF 1800 CASES BOOTS, SHORS,
On Tuesday morning,
Oct. 20, at 10 o'clock, On 4 months' credit. [10 14 58 LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS,
Out. 22, at 10 o'clock, on four months' credit, 101651

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION DEROHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom all

Sale at No. 1110 Chesput street.

STO(K OF FINE STATIONERY, PAPER, ETC.)

Counter, Snow Cases, Private Library of Miscellanceus Books, etc.

On Monday Morning.

At 10 o'clock, at the auction store, No. 1110 Chesput street, will be sold a retail stock of fine stationery. Comprising elegant letter and note paper, with envested by the comprising elegant letter and note paper, with envested pears, work boxes, etc.

Also, a bandsome mahogany counter, two elegant counter show cases etc.

Also, a private library of Miscellancena Books.

M. THOMAS & SONS, NOS. 139 AND 141 SALE OF REAL ESTATE AND STOOKS, October 20, at 17 o'c ock noon, at the EXCHANGE.
SEVENTH STREET (North), No. 12-340re and

Dwelling.
FIFTH (North), No. 422—Desirable Residence.
FIFTH (North), No. 422—Desirable Residence.
FIFTH (North), No. 422—Desirable Residence.
SWANSON—Brick Building. Shop and 4 Brick
Dwellings.
FINE. No. 506—Valuable Residence.
MARKET. No. 107—Valuable Store.
MOUNT VE NON, No. 1919—Modern Residence.
BANK, No. 2—Valuable Store.
BOUTH, No. 1028—Frame Dwelling and Brick Dwelling.

SOUTH, No. 1028—Frame Dwelling and Brick Dwelling.
SECOND (North), No. 525—Store and Dwelling.
FINE, No. 629—Frame Dwelling.
FINE, No. 2111 and 2418—Brick Dwelling.
KENT, Nos. 3498 and 2410—Brick Dwelling.
MILTON, No. 1031—Store and Dwelling.
MILTON, No. 1031—Store and Dwelling.
BAUPHIN, No. 435—Brick Dwelling.
RANDOLPH, East of Waterloo—Lot of ground.
FEDERAL, No. 1025—Store and Dwelling.
GOLDSMITH'S ALLEY, No. 4—Brick Dwelling.
GROUND RENT—\$66 a year.
10-006 ACRAS Coal, Timber, Farm, and Hemlock Lands—McKean, Elk, and Cameron counties Pa.
\$25,640 Steubenville and Indiana Railroad first mortgage bonds.

rage bonds.
Pew No. 123 St. Luke's Church.
1 share Philadelphia and Southern Mail Steamahip Tenare Philadelphia and Southern Mail Steamship Company.

4 \$100 bonds Philadelphia Commercial Wharf and Railrosd Company.

200 shares Central Transportation Company.

1 share Philadelphia Library.

1000 shares Mount Farm Coal and Oll Company.

4000 shares McMillan Oil Company.

11 shaires Locoust Gap Improvement Company.

100 shares American Button Hole Seaming Machine Company.

100 shares American Button Hote Scanning
Company.
1 Season Ticket Arch Street Theatre.
\$100 Philadelphia and Baltimore Central Railroad.
5 shares Academy of Music, with ticket.
10 shares Horticultural Hall.
100 shares Commercial National Bank.
25 shares Toga Railroad Company.
150 shares Pacific and Atlantic Telegraph Company.
\$100 shares American Gum Paint Company.
\$100 shares American Gum Paint Company.
12 shares Schomacker Piano-Forte Manufacturing
Company.
10 16 81

CLABK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening,
A large invoice of Biankets, Bed Spreads, Dry Goods,
Cloths, Cassimeres. Hosiery, Stationery, Table and
Pocket Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash.
Goods packed free of charge,

C. D. MCCLEES & CO. AUCTICNEERS SALE OF 1700 CASES BOOTS, SHOES, BROGAMS; ETC,
On Monday Morning,
October 19, commencing at 10 o'clock, we will sell,
by catalogue, for cash, 1700 cases men's, boys' and
youth's boots, shoes, brogans, baimora's, etc.
Also, a superior assortment of ladies', misses', and
childrens' wear.

MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Minor.

No. 529 CHESNUT St., rear entrance from Minor,

Sale at No. 1913 Vine street,

HANDSOME WALNUT HOUSEHOLD FURNITURE, OAK DINING-ROUM SUIT ELEGANT
BRULEELS AND VENETIAN CARPETS, FINE
CHINA AND GLASSWARE, ETC.
On Tuesday morning,
October 20, at 10 o'clock, at No. 1913 Vine street, by
Catalegue, the handsome olled walnut furniture,
including suits handsome walnut parior furniture,
covered with fine crimson reps; oiled walnut chamber suits, sine mattreases, elegant oak sideboard, extension table, walnut hall stand and chairs, superior
bedstead, elegant Brussels Venetlan, and other carpets, oil cloths, fine French china and out glassware,
kitchen furniture, utensils, etc. etc.,
May be examined on the morning of sale after a
o'clock.

LIPPINCOTT, SON & CO., AUCTIONEERS

STEAMBOAT LINES.

PHILADELPHIA AND TREMton Steamboat Line.—The steamboat
E.D. win FoursEST leaves ARCH Street Wharf, for
Trenton, stopping at Tacony, Torresdale, Beverly,
Burlington, Bristol, Florence, Bobbins' Wharf, and
White Hill.
Leaves Arch Street Wharf! Leaves South Trenton.
Saturday, Oct. 17, 1 P.M. Saturday, Oct. 17, 5 P.M.
Sunday, Oct. 18, to Burlington, Bristol, and intermediate landings, leaves Arch street wharf at 8 A.M.
and 2 P. M.; leaves Bristol at 10½ A.M., and 4½ P. M.
Monday, Oct. 19, 1½, P.M. Monday, Oct. 19, 5½ P.M.
Tuesday, " 20, 2½ P.M. Tuesday, " 20, don's go
Wed'day, " 21, 3 P.M. Wed'day, " 21, 7 A.M.
Thuraday, " 23, don't go Friday, " 23, 9 A.M.
Friday, " 23, don't go Friday, " 28, 9 A.M.
Fare to Trenton, 40 cents each way; intermediate
places, 25 cents.

FOR WILMINGTON, CHESTER,
AND HOOK.—Fare, 10 cents, Excursion tickets, 15 cents,
The ateamer ARIEL leaves OHESNUT Street
Wharf at 8 45 A. M., and returning leaves Wilmingten at 2 P. M. Excursion tickets, 15 cents, The
steamer S. M. Fell/Ton leaves OHESNUT Street
Wharf at 3 P. M. Fare, 10 cents, 10 1 2 w

OPPOSITION TO THE COM-Steamer JOHN SYLVESTER will make daily excuraions to Wilmington (Sundays excepted), touching at Chester and Marcus Hook, leaving ARCH Street wharf at 945 A. M. and 350 P. M.; returning, leave Wilmington at 7 A. M. and 12 30 P. M.
Light freights taken.

L. W. BURNE.

4 28 Lf

DAILY EXCURSIONS.—THE splendid steamboat JOHN A. WAR-E.E.A. . teaves CHESNUT Street Wharf, Philada, at 20 °ciock and 8 °ciock P. M., for Burlington and Bristol, touching at Riverion. Torresdate, Andalusia, and Beverly. Beturning, leaves Bristol at 7 °ciock A. M. and 4 P. M.

Fare, 25 cents each way: Excursion 40 cts. 6 116

FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
a d Switzsure Lines, via Delaware and Raritan
Canal, on and after the 15th of March, leaving daily at
2 M. 204 5 F. M., connecting with all Northern and
Eastern lines,
For freight, which will be taken on accommodating
terms, apply to
WILLIAM M. BAIRD & CO.,
112
No. 122 S, DELA WARE Avenue,

SUNDAY EXCURSION.—
SCHANGE OF TIME.—The splendid
Steamer 4 Willight leaves Cheanut street wharf at
84 A. M., and 2 P. M., for Burlington and Bristol,
touching at Tacopy, Riverton, Andalusia, and Boverly, Leaving Bristol at 10%A, M. and 4 P. M. Fare,
25 cents. Excursion, 40 cents.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is yeary simple in its construction, and is perfectly aireight, self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright fines as to produce a larger amount of heat from the same weight of coal this any furnace new in use. The hygrometric condition of the air as produced by nay new arrangement of evaporation will at once depoinstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

OHARLES WILLIAMS,

Nos. 1132 and 1134 MARKET Street,

A large assertment of Cooking Ranges, Fire-board

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., alway

ou hand, N. B.—Jobbing of all kinds promptly done. 5104 JOHN CRUMP.

CARPENTER AND BUILDER, HOPS: NO. 212 LODGE STREET,

BO. 1783 CHESNUT STREET