A NEW MUNCHAUSEN.

Remarkable Development of Gems by Volcanic Action.

The St. Louis *Times* has a marvellous story, which purports to come in a letter from the captain of a vessel trading between San Francisco and Valparaiso, and which describes what he witnessed in the Pacific Ocean, but in what latitude he keeps a secret to himself. The substance of the letter is as follows:—

When nearly half-way on the voyage, and at the time the earthquake took place, a fearful phenomenon presented itself. The ocean became convulsed to its mightiest depths, and a terrible wave was swept along so high that, as the captain humorously said, he thought it would have landed him in the city of Quito. The seamen were terribly frightened, but the vessel was to rights again in less than ten minutes.

The affair was a mere joke among the men, for they fancied it was one of the high tidal waves which are common in the Pacific. They continued their voyage, but towards midnight were alarmed by an extraordinary light which appeared in the heavens, and was first noticed on the larboard side, and which the ignorant and superstition attributed to supernatural causes. The captain, who seems to be an intelligent and courageous man, steered his vessel right in the direction of the light, and just before sunrise a sight of magnificence—such as no human eye has ever rested on—met his gaze. It was no less than a group of islands formed of huge masses of solid diamond of every color, and in some places of the purest brilliancy.

The sailors fell into ecstasies, and one man, a half-breed from the Sandwich Islands, lost his senses so far that he would have thrown himself overboard if he had not been tied down. They sailed among the group the entire day, and found it to consist, on a rough calculation, at from twelve to twenty in number; but the exact number, or their relative size, there was no time to ascertain. They consist of large, white flint rocks of crystallized shape (some places nearly transparent), which rise to a height of about one hundred and fifty feet from the water. Thick layers of various metals are imbedded into them, and the diamonds form thick layers beside these latter.

This is the general formation; but some of the smaller islands are composed nearly altogether of diamond, in which the emerald prevails. There are agate, opaque topaz, ruby, and, indeed, diamonds of every hue; but one island, which he describes as being almost seventy miles long by fifteen wide, consists of an entirely pure emerald without any admixture of foreign substance. It was difficult to effect a landing on any of the group. At length some of the men succeeded; but the captain himself, satisfied with what he had seen, did not leave the vessel.

The men describe the interior of the island on which they landed as consisting almost entirely of mud, which is gradually coagulating under the heat of the sun. A curious thing was, that the brilliants were seen in the muddy quarters of the island, lying about like huge boulders, the smallest ones they saw being about 200 tons in weight; but there were numbers of others considerably larger. Of course there was no water or vegetation to be seen. The most curious effect the sight had on the men, both those in the vessel as well as those who visited the island, was that the extraordinary brilliancy sickened their stomach, and vomiting, followed by a copious discharge from the bowels, was the consequence.

All efforts to detach portions of the diamond rock proved abortive; and it was out of the question to attempt removing any of the great brilliant boulders. They made an attempt to detach portions of rock by means of a crowbar and sledge, but it was so hard all efforts were useless, and, though they had powder enough on board, they had no implements with which to drill the holes for blasting. The captain would have proceeded on his voyage to Valparaiso; but the men mutinied and obliged him to put back to Panama. He afterwards, with the consent of the crew, ran the vessel on shore on the northern coast of Colombia, and, telegraphing to the owners that she was lost, came on as far as Aspinwall, from which city he wrote to his brother in St. Louis. He desired his brother to come along at once, and bring with him the finest and best tempered implements for blasting purposes, and, if possible, a quantity of nitro-glycerine. The brother departed for New York immediately, but before going he communicated the secret to a confidential comrade, through whom the news leaked out only as late as yesterday evening. I am told that it has already reached the ears of a rich jeweller in this city, who is about to start an expedition which he purposes to carry on himself. It is more than probable that the crew of the abandoned vessel have anticipated him; and if they were lucky enough to keep their secret and fit out a small craft with whatever they required on board, are now quarrying in the diamond archipelago.

P.S.—I forgot to state that the captain writes that the entire bottom of the sea seemed as if glittering with gems for at least five miles from the islands. These will probably never be of use, for they must be huge rocks of diamond, and cannot be detached unless some better mode of blasting under water than that already practised can be invented. I forgot, also, to add my conjecture that the reason the diamond rock is seen in its full purity arises from the fact that it was projected right forward from the very centre of the earth. What the captain calls white transparent flint rock is probably some formation not known as yet to geologists. This will be better understood as soon as the place is explored.

Another Shakespeare Forgery.

The *Galaxy* for November has an interesting account, from the pen of Mr. Richard Grant White, of the recent detection of a notable forgery in Shakespearian literature.

In 1842 Mr. Peter Cunningham, already well known as an antiquarian, edited a volume for the Shakespeare Society, called "Extracts from the Accounts of the Revels at Court in the Reigns of Queen Elizabeth and King James I, from the original Office Book of the Masters and Yeomen." It was peculiarly interesting, as containing, on three pages of the account book for 1604 and 1605, records of the performance at the palace, "by his Majestie's plaiers," of these plays among others:—"The Moor of Venis," "A Play of the Merry Wives of Windsor," "A play called 'Mesur for Mesur,'" "The Play of Errors," "A Play of Love's Labours Lost," "Henry the Fift," "A Play of the Marchant of Venis;" and in the margin, which professed to give the names of "the Poets wch mayd the plaies," these were said to be written by "Shaxberd." In another account—that for 1611-12—"a play called the 'Tempest,'" was recorded as having been performed on Hallowmas night, and one "called ye 'Winter's Night Tayle,'" as having been presented on the 5th of November.

For twenty-five years this record has been accepted by editors and critics of Shakespeare as authority for determining the dates of these plays. But some three months ago Mr. Peter Cunningham himself, now an old man, reduced almost to idiocy by drink, brought to the British Museum for sale an old manuscript volume which contained, he said, records of great value about the early English drama, and which his friend, Mr. Collier, said was worth sixty guineas. It proved to be one of the "Revels Accounts" which contained the record of the performance of nine plays by Mr. "Shaxberd." The volume was retained for examination, and was found to be public property. The experts of the Audit Office at once discovered that, although the book was genuine, the leaves containing the records of the performance of Shakespeare's plays were a forgery.

It is now believed that they were forged by Mr. Cunningham himself, who unquestionably purloined the book in his younger days.

The chief result of this discovery is that the date of the composition of "Measure for Measure" is found to be without external evidence to fix it; and the critics may go to work to divine the state and age of Shakespeare's brain when it was written, with no prospect of any such delightful harmony on this point as they have enjoyed of late in accepting the date fixed for it by a forger.

POLITICAL.

—The Detroit *Post* perpetrates the following:—

I shall catch a most terrible fall,
If I stand on this platform at all,
Cried Seymour preparing to jump,
With his heart and his boots in a slump;
For the timbers are breaking,
And the whole thing is shaking,
And it won't do for two, Mr. Blair;
So I'll leave it to you, Mr. Blair;
And I'll climb down and stand on a stump.

—The Cincinnati *Gazette* has a capital pictorial hit at Tilden, Belmont & Co.'s declaration after the October elections:—"We are not panic stricken." It represents the Democratic platform shivered in pieces by forked lightning streaks from Pennsylvania, Ohio, and Indiana, two of the illustrious trio falling with the ruins, while the August Belmont is "making tracks," carrying in his hand a carpet-bag, on which "For Europe" is stamped.

—Some of the Rebel Democrats are becoming wise by bitter experience. The Knoxville (Tenn.) *Press* says they may thank the Ku-Klux Klan and General Forrest for their defeat in the October elections, and adds that, had they possessed any sense at all, or known how to hold their tongues, like Grant, the Democrats would have swept all four States.

—The Baltimore *American* says Mr. J. P. Kennedy is hardly a Republican recruit. He is rather a veteran who, returning on the expiration of a furlough, again takes his place in the ranks.

—Another address from the Southern Rebel Generals respecting the condition and wishes of the South is promised. There is no time for palaver now. The motto of our leader is:—"Unconditional surrender."

—Of the 177 ministers attending the Rock River (Ill.) Conference, the other day, there was not one so poor as to do Seymour reverence. All went in for Grant.

—The Boston *Journal* recommends that Mr. John Quincy Adams be made an honorary member of the Republican party for his speeches at the South:

—The Toledo *Commercial* says Mr. Hoag, the successful opponent of Mr. Ashley, is a War Democrat, and not much of a Copperhead.

—At the November elections the people of Minnesota, Iowa, and Missouri will vote for (or against) negro suffrage.

GOVERNMENT SALES.

AUCTION SALE OF HOSPITAL BEDDING AND CLOTHING.

ASSISTANT MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., Oct. 24, 1868.

Will be sold at Public Auction, in this city, at the Judiciary Square Warehouse, F street, between Fourth and Fifth streets, on WEDNESDAY, the 11th day of November next, at 10 o'clock A. M., the following articles of HOSPITAL BEDDING and CLOTHING, no longer required for the use of the Medical Department of the Army, viz.:—

10,000 Grey Blankets.
10,000 Bed Sacks.
20,000 Pillow Ticks.
30,000 pairs Woollen Socks.
15,000 Gowns.
15,000 Slippers.

The above articles will be sold in lots, to suit both large and small purchasers.

Terms—Cash in Government Funds.

Five (5) days will be allowed to parties purchasing to remove their property.

If goods are not all sold on the day advertised, the sale will be continued daily.

CHARLES SUTHERLAND,
10 26 14t Asst. Med. Purveyor, Bvt. Col. U. S. A.

LARGE SALE OF BLANKETS.

DEPOT QUARTERMASTER'S OFFICE, Washington, D. C., Oct. 26, 1868.

Will be sold at Public Auction, at Clothing Depot, Armory Square, on MONDAY, November 9, commencing at 10 A. M., under the supervision of Captain D. G. Thomas, M. S. K., a quantity of Clothing, Camp, and Garrison Equipage, unfit for issue, and Army Blankets not required, as follows:—

42,000 Gray Blankets, new.
2,000 Great Coats, foot.
3,200 Artillery Uniform Coats.
1,200 Great Coats, mounted.
2,000 Infantry Uniform Coats.
1,000 Sack Coats.

Forage Caps, Tents, Bed Sacks, Axes, Mess Pans, etc., etc.

TERMS—Cash, in Government funds.

Cash deposit will be required, as heretofore, upon day of sale.

By order of the Quartermaster-General,
J. C. McFERRAN,
Deputy Quartermaster-General,
10 2 10t Brevet Brigadier-General U. S. Army.

FURNISHING GOODS, SHIRTS, &c.

H. S. K. G.

Harris' Seamless Kid Gloves.

EVERY PAIR WARRANTED.

EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO.,
5 27 2rp NO. 814 CHESNUT STREET.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
112 No. 705 CHESNUT Street.

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 very simple in its construction, and is perfectly airtight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with uprights flues as to produce a larger amount of heat from the same weight of coal of any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate 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.

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street, Philadelphia.

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

N. B.—Jobbing of all kinds promptly done. 5 19

MEDICAL.

CENTURY PLANT MESCAL TONIC AND DIURETIC.

An eminent writer says of it:—"And really a patient owes some thanks to a doctor who restores him with Nectar, smooth and fragrant, instead of rasping his throat and flaying his whole interior with the bitters sucked by sour-tempered roots from vixenish soils."

$1·50 a bottle; six for $7 50.

GORGAS & KOLLOCK,
10 2 No. 529 CHESNUT Street.

GEORGE PLOWMAN,

CARPENTER AND BUILDER,

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WIRE GUARDS.

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornaments Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

S. WALKER & SONS,
2 mw 3t No. 11 North SIXTH Street

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT.—On and after WEDNESDAY, July 29, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys, also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train take Stage at Old York Road.

At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1·40 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3·15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro and Hartsville take stage at Abington; for New Hope at Doylestown.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.

At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 and 11·05 A. M., 2·00 and 5·30 P. M.

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

From Lansdale at 7·35 A. M.

From Fort Washington at 8·30, 10·45 A. M. and 1 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 8·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7·00 A. M.
Bethlehem for Philadelphia at 4·30 P. M.

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

White Cars of Second and Third Streets Line and Union Line run 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, No. 105 S. FIFTH Street.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF.

At 9·30 A. M., via Camden and Amboy Accommodation.....$2·25
At 8 A. M., via Camden and Jersey City Express Mail..... 3·00
At 2 P. M., via Camden and Amboy Express... 3·00
At 3·30 P. M., via Camden and Jersey City Express..... 3·00

For Amboy and intermediate stations.

At 8 A. M., 2 and 3·30 P. M. for Freehold.

At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.

At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 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 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, 3, 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).

FROM KENSINGTON DEPOT.

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 10·15 A. M., 2·30, and 5 P. M. for Schenck's and Eddington.

At 7 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 3 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, (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, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

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

BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot.

At 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·00 A. M. and 2·00 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.

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

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

At 7 A. M., 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. 6 15

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,

commencing MONDAY, October 5, 1868. Trains will leave Depot, 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 Crisfield 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, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, 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 Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·15 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M., 1·30, 3·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

The 7·00 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; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, New Port, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and South-west, may be procured at the Ticket Office, No. 828 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.

H. F. KENDEY, Superintendent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

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

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

ELLIS CLARK, Agent. [7 22]

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·00 P. M., arriving in Philadelphia at 9·15 P. M.

MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 8·15 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Fort Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Sunbury and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.

READING ACCOMMODATION.—Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

Returning, leaves Philadelphia at 6·15 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·45 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.

Harrisburg accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 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 Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 9·00 A. M., returning from Reading at 4·15 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 8·30 A. M., 1·00, and 5·45 P. M.

PHOENIXVILLE RAILROAD.—Passengers for Skippack take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Skippack at 8·10 A. M. and 1·25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 3·00 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 Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penna. Railroad Express from Pittsburg, at 2·30 and 5·25 A. M., 9·25 P. M., passing Reading at 4·44 and 7·05 A. M., and 11·40 P. M., arriving at New York, 10·40 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·35 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·45, 11·20 A. M., and 6·10 P. M., returning from Tamaqua at 6·35 A. M., and 2·15 and 4·35 P. M.

SHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 1·25 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·00 P. M., and from Tremont at 7·00 A. M., and 8·35 P. M.

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

Excursion Tickets 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 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. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

Commutation Tickets at 20 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $22·50 each, for families and firms.

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

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

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

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

Freight leaves Philadelphia daily at 6·45 A. M., 12·45 noon, 3·00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal places 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. 228 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

Leave Philadelphia 6, 7, 8, 9·00, 10, 11, 12 A. M., 1, 2¼, 3¼, 4, 5, 6¼, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 6·30, 7, 7½, 8, 8·30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5¼, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·30 down Train, and 3¼ and 5¼ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10½ P. M.

Leave Germantown 8¼ A. M., 1, 6, 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12, A. M., 2, 3¼, 5¼, 7, 4 and 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2 and 7 P. M.

Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1¾, 3, 4¾, 5¾, 6¼, 8·05 and 10¼ P. M.

Leave Norristown 5·40, 7, 7·35, 8, and 11 A. M., 1¼, 2, 4½, 6¼, and 8¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾ and 7½ P. M.

Leave Norristown 7 A. M., 1·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1¼, 3, 4¼, 5¼, 6¼, 8·05, and 10½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾ and 7¼ P. M.

Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

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

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, September 14, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia.....10·40 P. M.
" " Williamsport.....8·20 A. M.
" arrives at Erie.....9·25 P. M.
ERIE EXPRESS leaves Philadelphia.....11·30 A. M.
" " Williamsport.....8·35 P. M.
" arrives at Erie.....9·40 A. M.
ELMIRA MAIL leaves Philadelphia.....8·00 A. M.
" " Williamsport.....6·25 P. M.
" arrives at Lockhaven.....7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie.....10·50 A. M.
" " Williamsport.....10·15 P. M.
" arrives at Philadelphia.....7·00 A. M.
ERIE EXPRESS leaves Erie.....7·05 P. M.
" " Williamsport.....8·15 A. M.
" arrives at Philadelphia.....5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH.

ALFRED L. TYLER,
11 2 General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.

From foot of MARKET Street (Upper Ferry).

Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 3·15 P. M.

For Millville, Vineland, and intermediate stations 8·15 A. M., 3·15 P. M.

For Bridgeton, Salem, and way stations 8·15 A. M and 3·30 P. M.

For Woodbury at 8·15 A. M., 3·15, 3·30, and 6·00 P. M.

Freight train leaves Camden daily at 12 o'clock noon.

Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 South Delaware avenue.

WILLIAM J. SEWELL,
9 15 Superintendent.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 5 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
Philadelphia.

RAILROAD LINES.

REMOVAL.

Through Freight Department.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

ON AND AFTER MONDAY, NOVEMBER 2, Freight for BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, PORTSMOUTH, LYNCHBURG, and all Points in VIRGINIA, TENNESSEE, ALABAMA, MISSISSIPPI, GEORGIA, ARKANSAS, and NORTH AND SOUTH CAROLINA,

VIA ANNAMESSIC LINE,

Virginia and Tennessee Air Line, Orange, Alexandria, and Manasses Railroad,

AND RICHMOND & YORK RIVER RAILROAD, WILL BE RECEIVED AT THE NEW FREIGHT DEPOT OF THE COMPANY,

Corner Washington Avenue and Swanson Street,

Instead of BROAD and CHERRY streets, as at present.

Freight loaded and despatched daily by rail lines to all Southern and Southwestern points.

Carmen will find a good driveway via Front and Washington streets.

JOHN S. WILSON,
10 2 6t rp General Through Freight Agent.

PENNSYLVANIA CENTRAL RAILROAD.

FALL TIME, TAKING EFFECT SEPT. 12