LITERATURE.

REVIEW OF NEW BOOKS.

SERMONS BY HENRY WARD BEECHER. In two volumes. Published by Harper & Brothers. Philadelphia Agents: Claxton, Remsen & Haffelfinger.

These volumes contain forty sermons preached by Mr. Beecher, mostly in Plymouth Church, Brooklyn, during the past ten years: and they have been selected with the idea of presenting, as far as possible, a correct view of the range of subjects he is accustomed to employ in his ministry. His discourses in regard to the application of Christian truth to the public questions of the day have been reserved, and it is intimated that tiey may be published in a separate volume. Henry Ward Beecher, more perhaps than any othe' preacher of the gospel, can elaim to be a power in the land. His utterances always claim a hearing from his enemies as well as friends; for it is well understood that he always says something worthy of attention. Mr. Beecher, however, is too often looked upon as a mere sensationalist and political preacher; and before the Rebellion brought the slavery question to a crisis, and enlisted every right-thinking man in the Union on the side of abolition, he was esteemed by perhaps a majority of his countrymen as a mere political demagogue, who prostituted his sacred office by stirring up strife and dissension on the vexed questions of the day. Mr. Beecher, however, has got the majority on his side now, although there are still many who retain their old prejudices against him, notwithstanding the fact that they have altered their views on the points of politics in which they once differed with him most materially. We think it well, therefore, that in this collection of sermons Mr. Beecher should have dropped politics, and that he should have appeared only as an earnest, independent, and fearless minister of the Gospel of Christ. We commend these volumes to Christians of all denominations and all shades of opinion, with the assurance that they will find in them much of profit and instruction, much profound thought, and much genuine eloquence in the exposition of the divine principles of Christianity.

The sermons before us have been selected, with Mr. Beecher's approval, by the Rev. Lyman Abbott, and in revising them for publication Mr. Beecher has chosen to present them just as they were taken down phonographically at the time of delivery, removing only the most obvious faults which did not inhere in their very structure.

THE WOMAN'S KINGDOM. By Mrs. Dinah Muloch Craik. Published by Harper & Brothers. Philadelphia Agents: Claxton, Remsen & Haffelfinger.

This is the latest and, in many respects, the best work of the esteemed author of "John Halifax." To those who have perused Mrs. Craik's previous writings this statement is a sufficient assurance that "The Woman's Kingdom" is not only a novel that will repay perusal, but that it is worthy of a permanent place in the library as a household treasure, to be referred to again and again with a pleasure which only a good and noble book can inspire. The title is an indication of the aim of the work, which endeavors to show, in a gracefully written story, the influence of women in the formation of character, their mission as comforters and consolers, and the responsibilities which attach to them therefrom. We would be doing no service to our readers to give them a description of the plot of the story, which is simple in its construction and satisfactory in its denouement. The following dedicatory verses addressed to Mona Margaret Paton—the little daughter of James Noel Paton, the artist, we presume—have a grace and pathos of their own which commend them, and which persuade us to quote them, independently of the fact that they accurately describe the aims of the delightful story to which they are prefixed:—

My little girl! sweet uncrowned queen
Of a fair kingdom, dim and far;
Whose budding life, 'neath rosy screen,
Scarce recognizes yet, I ween,
What lives of other women are;
Child, when the burden we lay down,
Thy tender hands must lift and bear
The household sceptre and love-crown,
Green-wreathed or hung with dead leaves brown—
Take courage, both are holy wear.
Better to love than to be loved;
Better to serve and, serving, guide,
Than wait, with idle oars unproved,
And flapping sail by each breath moved,
The turning of life's solemn tide.
Live, work, and love, as Heaven assign,
For heaven, or man, this sacred part;
Ancestress of a noble line
Or calm in maidenly decline;—
But keep till death the woman's heart.

Many of those who read "The Woman's Kingdom" while it was being published serially in *Harper's Magazine*, will doubtless be pleased to have the completed work in the book form in which it is now issued. The story is copiously illustrated, but the majority of the designs are not first-rate. A few—which we take to be Mr. W. Small's, from the style—are very good, and admirably represent the characters of the novel.

—From Claxton, Remsen & Haffelfinger we have received "Life's Lottery, or Life and its Aims." This is the fourth edition of a story which has obtained considerable popularity. The authoress endeavors, in the form of a pleasant story, to portray the dreams and aspirations of youth as contrasted with the realities of life, with its struggles, hardships, and temptations, and also the development of character under the influence of various circumstances.

—From T. B. Peterson & Brothers we have received "Family Secrets." This story is announced as a companion to "Family Pride" and "Pique," and it will doubtless interest those who have been interested in the last-named novels.

—*Sloan's Architectural Review* for October is fully up to the high standard of the previous numbers as regards the variety, interest, and practical value of its articles. The *Review* pays equal attention to the practical and æsthetic branches of the architectural profession: it is handsomely printed and finely illustrated with designs for buildings of various kinds, and with full descriptions of all the important details. Such a publication as this has long been needed, and Messrs. Sloan and Lukens have shown that they possess the ability, knowledge, and taste to carry it on in the right style.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, 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 7:20 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:30 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 7:20 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 Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 2:30 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 9:05 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 5:15 P. M.; arrives in Reading at 8:05 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 2:05 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 8:00 A. M., returning from Reading at 4:45 P. M.

CHESTER 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., 1:00, and 5:45 P. M.

PERKIOMEN 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., 8:00 and 7:30 P. M., passing Reading at 1:10 A. M., 2:43 and 12:10 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 Pennsylvania Express from Pittsburg, at 2:30 and 5:25 A. M., 9:35 P. M., passing Reading at 4:44 and 7:06 A. M., and 11:40 P. M., arriving at New York, 10:10 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 2:05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6:45, 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M. and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M.

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

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. 237 S. Fourth street, Philadelphia, or of A. Nicolls, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between all points, at $32 50 each, for families 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 furnished 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 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 Trains leave Philadelphia daily at 4:30 A. M., 12:45 noon, 2:30, 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 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. 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, 2, 3¼, 4, 5, 5¾, 6:10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 Down Train, and 3¼ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.

Leave Germantown 8¼ A. M., 1, 6, 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12, A. M., 2, 3¼, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill 7:10, 8, 9:40, and 11:10 A. M., 1:40, 3:40, 5:40, 6:40 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, 5½, 6¾, 8:05 and 11½ P. M.

Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1¾, 3, 4¾, 6¾, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7:15 P. M.

Leave Norristown 7 A. M., 5:30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7¾, 9, and 11:05 A. M., 1¾, 3, 4¾, 5½, 6¾, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7¾, 8:20, 9¾, and 11¼ A. M., 2, 3¾, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾ and 7¾ P. M.

Leave Manayunk 7½ A. M., 6 and 9¼ 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 ..... 9:30 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 ..... 10:30 A. M.
" " Williamsport ..... 10:15 P. M.
" arrives at Philadelphia ..... 7:00 A. M.
ERIE EXPRESS leaves Erie ..... 7:35 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,
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, 8:15 P. M.

For Millville, Vineland, and intermediate stations 8:15 A. M., 3:45 P. M.

For Bridgeton, Salem, and way stations 8:45 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,
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 6 P. M.

A ship 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.

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.

SEVEN DAILY TRAINS—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 Hatsville, by this train take Stage at Old York Road.

At 10:30 A. M.—Accommodation for Fort Washington, stopping at Intermediate Stations.

At 1:45 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 3:35 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 Hatsville 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 6:30 P. M.

11:05 A. M. and 2:00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna 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 in Philadelphia at 8:30 P. M.

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

From Lansdale at 7:40 A. M.

From Fort Washington at 9:30, 10:48 A. M. and 1 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 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.

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 5:30 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 2:00
At 3:30 P. M., via Camden and Jersey City Express 3:00
At 6 P. M., for Amboy and intermediate stations.
At 5:30 and 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 9:30 A. 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, at Chestnut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chestnut 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 3:30 P. M. for Scranton, Stroudsburg, 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 Marchantsville, Moorestown, Hartford, Masonville, Rainsport, 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 8:20 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., 3:30, 5:00, and 7:00 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, 4:15, 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, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest, 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. KENNEY, 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 NORLE 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.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

FALL TIME, TAKING EFFECT SEPT. 13, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET 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 Chesnut and Walnut 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.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train ..... 8:00 A. M.
Paoli Accommodation, 10:30 A. M., 1:00, and 9:00 P. M.
Fast Line ..... 11:40 A. M.
Erie Express ..... 11:40 A. M.
Harrisburg Accommodation ..... 2:40 P. M.
Lancaster Accommodation ..... 4:00 P. M.
Parkesburg Train ..... 5:30 P. M.
Cincinnati Express ..... 8:00 P. M.
Erie Mail and Buffalo Express ..... 11:00 P. M.
Philadelphia Express ..... 12:00 Night.

Erie Mail leaves daily, except Sunday, running to Williamsport only Saturday night. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5:00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express ..... 1:45 A. M.
Philadelphia Express ..... 7:10 A. M.
Paoli Accommodation ..... 8:20 A. M., 3:40 and 7:10 P. M.
Erie Mail and Buffalo Express ..... 7:10 A. M.
Parkesburg Train ..... 9:10 A. M.
Fast Line ..... 9:35 A. M.
Lancaster Train ..... 12:30 P. M.
Erie Express ..... 3:10 P. M.
Day Express ..... 5:10 P. M.
Harrisburg Accommodation ..... 9:50 P. M.

For further information apply to

JOHN G. ALLEN, Ticket Agent,
No. 901 CHESNUT Street.
CAPT. F. D. MAY,
Continental Hotel.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
General Superintendent Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 5, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 6:15 and 11:30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 A. M., 10:45 A. M., 1:00 P. M., 4:00 P. M., and 6:00 P. M.

Trains leaving West Chester at 8:00 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 7:45 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 Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at 8:30 A. M. and 2:00 P. M.
Leave 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 4:00 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

HENRY WOOD, General Sup't.

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, E street, between Fourth and Fifth streets, on WEDNESDAY, the 11th day of November next, at 10 o'clock A. M., the following article 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 Ticks.
20,000 Hospital Shirts.
50,000 pairs Woollen Socks.
35,000 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.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY.
6 1 BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA,
MERRICK & SONS,
ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 6 30

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

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

M. WALKER & SONS,
2 mwf No. 11 North SIXTH Street.

FITLER, WEAVER & CO.,

MANUFACTURERS OF
MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC.,
No. 23 North WATER Street, and
No. 22 North DELAWARE Avenue,
PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONRAD F. CLOTHIER, 2 1

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

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections