LITERATURE.

REVIEW OF NEW BOOKS.

SCHOOL HISTORY OF PENNSYLVANIA. By J. R. Sypher. Published by J. B. Lippincott & Co.

This volume is designed for use as a text. book in schools and academies, and the author has endeavored to give a concise as well as comprehensive history of the State of Pennsylvania from the earliest settlement to the present time. Of course, in such a work many interesting details must be omitted altogether or else be passed over with slight notice, and the difficulty the author has to contend with is to discriminate between the essential and the non-essential. Mr. Sypher has executed his task with good judgment and ability, and he has presented an outline of the history of this Commonwealth which appears to be well adapted for the purpose intended. State history is a branch of study too much neglected in our public as well as private schools, whereas it should be considered a matter of the first importance and such a work as the one under consideration could with propriety be used as an introduction to the general history of the United States. Mr. Sypher brings his record down to the end of the Rebellion, and in an appendix he gives a number of tables showing the date of the formation of each county, with the population in 1860; the date of the laying out of the county towns; the names of the Governors of the Colonies on the Delaware, of the Province and the State, with the dates of their accession and exit. The principal officers of the United States from Pennsylvania since the adoption of the Constitution; the Universities and Colleges of Pennsylvania; the number of troops furnished by Pennsylvania during the Rebellion; the railroads o Pennsylvania, with their cost and length; the canals, with their cost and length, and a chronological table of important events in the history of Pennsylvania, from the discovery o the Delaware in 1609 until 1868. This work ought to be adopted in all the schools of Pennsylvania.

DR. HOWELL'S FAMILY. By Mrs. H. B Goodwin. Published by Lee & Shepard, Boston. Philadelphia Agents: J. B. Lippincott & Co.

Mrs. Goodwin has written a very pleasant story, showing the different moral and intellectual development of the characters of members of the same family under the influence of parents who differ widely in their way of thinking on moral and religious subjects. A decided religious tone runs through the book, and the moral of the story is sufficiently pointed, without being unduly obtruded. "Dr. Howell's Family" pleases us better than most novels of its class; the author has shown much skill in the development of an interesting plot, and the character of "Diantha" in particular is charmingly described.

—"Hillsboro Farm," by Sophia Dickinson Cobb, published by the same house, is a story of plain country life, plain country people, and the quiet, unexciting incidents of an out-of-the-way corner, which is a little world in itself to the men and women who reside there. The author does not claim to have any special moral or mission, nor has she aimed to teach anything or to prove anything. She has merely tried to describe some of the quiet and little-noticed phases of life and nature which have come under her own observation. The story is a little crude in some respects, but it is cleverly written, and it promises well for Miss Cobb's performances in the future, when experience shall have ripened her powers.

—Messrs. Lee & Shepard also publish "Lion Ben," one of the "Elm Island" series of stories by Rev. Elijah Kellogg. This is a story for boys, and it is full of the kind of adventures that boys like to read about. It is nicely illustrated and handsomely bound. J. B. Lippincott & Co. are the Philadelphia agents for all of these works.

—From J. P. Skelly & Co., No. 21 South Seventh street, we have received "Mary Morne and her Friend," by Mrs. Mary E. C. Boyd. This is not the least attractive of the many religious stories for children published by this house, and it will please the juveniles who have been interested in "The Little Slate Pitcher" of the same author. The large and legible type and the absence of long words make it a suitable book to be placed in the hands of the youngest children.

—From the American Sunday School Union we have received "Dora's Stewardship," a religious story for the young.

—Part XIV of the American edition of Dr. William Smith's "Dictionary of the Bible" has been issued by Messrs. Hurd & Houghton. Many improvements have been made in the American edition of this standard work, which will render it more valuable to biblical students. It will be completed in about thirty monthly numbers, and will be sold only to subscribers.

—"Sloan's Architectural Review" for November has, as usual, an attractive table of contents. The artistic and practical both receive due consideration in this journal, and it appears to be rapidly winning its way to the favor of architects and builders. The contents are as follows:—"The Cathedral of Milan," descriptions of the Metropolitan Savings Bank, two adjoining city dwellings, two Gothic colleges, an heroic monument, designed by Bailley, and executed by Struthers & Sons, "picture galleries," "practical carpentering and joinery," "pictures," "table of plate glass," "a history of architecture," "the Hindoo," "landscape, decorative, and economic gardening," "plumbing water supply, and water pipes," "An American style," "heraldry: the composite tinctures and forms," "porcelain, glass, and pottery," "foundations," "fire escapes," "scenic effect." Published by Claxton, Remsen & Haffelfinger.

—"Good Words for the Young" is the title of a new magazine, edited by Norman Macleod, D. D., and published by Messrs. Strahan & Co., London. The November number commences the first volume, and the excellence of the articles and illustrations promises well for those that are to follow. This magazine is intended as a sort of supplement to the well-known "Good Words," edited by Dr. Macleod, and among the list of contributors are the names of some of the best living English writers. The table of contents is as follows:—"Madame How and Lady Why," by Charles Kingsley; "Child World," by one of the authors of "Poems written for a Child;" "On the Back of the North Wind," by George MacDonald; "Johnny's Opinion of Himself," by the author of "John Halifax;" "King George's Middy," by William Gilbert; "Tumbledown Towers," by Matthew Browne; "Cockie-Lockie's Journey to Seacod Land," by Norman Macleod, D. D.; "The Bear of Beachwood," by the author of "Hester Kirton;" "A Leaf out of Milley's Book," by the author of "Nobody's Dog;" "Finding When Not Expected," by the editor. The magazine is profusely illustrated. For sale by Duffield Ashmead, No. 724 Chesnut street.

Dramatic Items.

—A one-act comedy in verse has been produced at the Odeon. It is by M. Leon Bertrand, and is entitled *Le Comite de Lecture*. A young author obtains admission to the Theatre Francais at a time fixed for reading new plays. Owing to a combination of chances he is able to read a play of his own in place of a comedy which is expected but not forthcoming. He finds accordingly his work accepted, and becomes at the same time the means of exposing a sufficiently disreputable trick of Parisian playwrights. This trifle was well acted and favorably received. The production of the expected novelty, *Le Drame de la Rue de la Paix* cannot be much longer deferred.

—Mr. Hendricks, the German actor, appeared for the first time as "Hamlet" at the Stadt Theatre, New York, on Friday evening. One of the New York critics says that no better "Hamlet," with the exception of Edwin Booth's, has been seen on the New York stage for ten years or more. At first, in the interview with the "Ghost," Mr. Hendricks was somewhat stagy, but this was forgotten in the subsequent acts, and the scene with the "Queen" in particular was a masterpiece of acting.

—Leotard, disgusted with America, has returned to Europe, where he intends to remain for the future. The managers are said to have lost $2000 in two nights on his performances in New York. No wonder he is disgusted.

—On Saturday evening Mrs. Scott Siddons made her second appearance on the American stage as "Lady Teasle," in the *School for Scandal*, at the Boston Museum.

—Fraulein Januauschek has been very successful in Cleveland, Ohio. She concluded her engagement on Friday, appearing in *Deborah*.

Musical Items.

—In Dresden Holstein's opera, *Der Hrideschacht*, has been well received. Mozart's monument, in Vienna, injured some months ago, has again been despoiled by unscrupulous admirers. The medallion portrait of the composer, a candelabrum, and an inscription, all in bronze, have been carried off bodily. At Arezzo, the monument to the famous monk Guido, the reputed inventor of the modern system of musical notation, has been commenced. It is said that 350,000 francs have been voted by the municipality for that purpose.

—*La Serva Padrona* is now in rehearsal at the Theatre Ventadour, Paris, and it is to be followed by *Piccolino*, libretto by M. Sardou, music by La Comtesse de Grandval. *Otello*, *Moise*, and *Poliuto* are to be brought out as soon as Signor Tamberlik arrives. M. Poise's *Corrico o* is to be considerably altered in the third act before it comes out at the Opera Comique.

—Donizetti's *Regina di Golconda*, written forty years ago, expressly for the inauguration of the handsome Carlo Felice Theatre in Genoa, has just been reproduced there to open the season.

CITY ORDINANCES.

RESOLUTION
To Authorize the Paving of Annan, Sloan, Forty-first, and Thirty-seventa Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways be and is hereby authorized and directed to enter into a contract with a competent person or persons, who shall be selected by a majority of the owners of property fronting on Annan street, from Twenty-first street to Twenty-second street, in the Twenty-sixth ward; Forty-first street, from Market street to Chestnut street, in the Twenty-seventh ward, Sloan street, from Pratt street to Baring street; and Thirty-seventh street, from Market street to Lancaster avenue, in the Twenty-fourth ward, for the paving thereof, the conditions of said contract that the contractor or contractors shall collect the cost of said paving from the property owners respectively, and shall enter into an obligation with the city to keep the said streets in good order for three years after the paving is finished.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

RESOLUTION
To Authorize the Grading and Curbing the Footways on Meadow, Cherry, and Leiper streets, in the Twenty-third ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways be and is hereby authorized and directed to notify the owners of property fronting on Meadow street, from Paul street to Cherry street, and on Cherry street, from Meadow street to Houston street, and on Leiper street, from Orthodox street to Oxford street, in the Twenty-third ward, to grade and curb their sidewalks, and if they neglect or refuse to comply with said notice for thirty days from the date thereof, the Department shall proceed and do the work and collect the cost thereof from the property owners respectively.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

RESOLUTION
Of Instruction to the City Solicitor.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the City Solicitor shall take such measures as may be necessary to compel the President of the Germantown and Perkiomen Turnpike Company to comply with the provisions of an Act of Assembly approved the thirty-first day of March, 1868.

JOSEPH F. MARCER,
President of Common Council.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

CITY ORDINANCES.

AN ORDINANCE
Authorising the Pennsylvania Railroad Company to Construct a Building in the Twenty-fourth Ward of the City of Philadelphia.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That it shall and may be lawful for the Pennsylvania Railroad Company to erect and construct on their property, in the Twenty-fourth ward of said city, a building for the reception, storage, and handling of flour, grain, and produce, and having a front on the east side of Thirteenth street of one hundred and twenty-five feet, and extending of that width in length towards the river Schuylkill about five hundred and fifty-five feet, the frame of which shall be of timber, the sides to be covered with iron and slate, and the roof with slate. Provided, That the said Pennsylvania Railroad Company shall pay to the City Treasurer the sum of twenty five dollars to pay for the publication of this ordinance.

JOSEPH F. MARCER,
President of Common Council.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

AN ORDINANCE
Making a certain transfer in the appropriation to the Department of Surveys for the year 1868.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the City Controller be and he is hereby authorized and directed to make the following transfer in the appropriation to the Department of Surveys for the year 1868, viz.: from

Item 1. For salaries of Chief Engineer and Surveyor, Recording Clerk, Draughtsman, etc., the sum of Two hundred dollars ($200) to Item No 4, for cleansing office and incidentals.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this nineteenth day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

AN ORDINANCE
To make an appropriation to pay Owen McCartney for injuries sustained in assisting to arrest a prisoner.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of one hundred dollars be and the same is hereby appropriated to pay Owen McCartney for injuries sustained in assisting Officer James Lawrence to arrest a prisoner on the twenty-sixth day of September, 1868.

And warrants shall be drawn by the Mayor in conformity with existing ordinances.

JOSEPH F. MARCER,
President of Common Council.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

RESOLUTION
Of Instruction to the Chief Commissioner of Highways.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby instructed to draw a warrant in favor of George J. Smith for two hundred and seventy-six dollars and twenty-five cents ($276 25), for the construction of a sewer on Melon street, above Eleventh, the same to be taken from Item 15, in the appropriation to the Department of Highways.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this nineteenth day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

RESOLUTION
To Transfer a Certain Item of Appropriation to the Superintendent of Trusts.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the sum of Two hundred and nine dollars and twenty-nine cents be and the same is hereby transferred from Item Thirteen to Item Seven, of an appropriation made to the Superintendent of Trusts, February 7, 1868, for estate of Thomas D. Grover, deceased.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-first day of November, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL,
11 24 1t Mayor of Philadelphia.

RAILROAD LINES.

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., 3:15 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.

CAMDEN AND AMBOY RAILROAD. CHANGE OF HOURS.

On and after MONDAY, Nov. 23, 1868, the MORNING ACCOMMODATION LINE, leaving Walnut Street Wharf, Philadelphia, at 5:30 A. M. for New York, via South Amboy, will leave at 6:30 A. M., and the line leaving Pier No. 1 North river, New York, at 5:30 A. M. for Philadelphia, will leave at 6:30 A. M., stopping at all the usual stations.

The Train leaving Walnut Street Wharf at 3:30 P. M. for New York, and leaving New York at 7 A. M. for Philadelphia, will be discontinued after Saturday, Nov. 21, and run to and from West Philadelphia Depot.

W. H. GATZMER, Agent.

Philadelphia, Nov. 20, 1868. 11 21 6t

CHROMO-LITHOGRAPHS.

"A REGAL DESSERT."

A new and beautiful Chromo-Lithograph, after a painting by J. W. Peyer, just received by

A. S. ROBINSON,
No. 910 CHESNUT Street,
Who has just received
NEW CHROMOS,
NEW ENGRAVINGS,
NEW FRENCH PHOTOGRAPHS,
NEW DRESDEN ENAMELS
LOOKING GLASSES, &c.
3 10 FREE GALLERY.

DYEING, SCOURING, ETC.

NEW YORK DYEING AND PRINTING ESTABLISHMENT.
WORKS ON STATEN ISLAND.
Offices, No. 40 N. EIGHTH Street, west side, Phila.; No. 93 DUANE Street
No. 752 BROADWAY, New York, and Nos. 154 and 156 PIERREPONT Street, Brooklyn.

This old and extensive establishment having been in existence a *half century* are prepared to DYE and CLEANSE Ladies' and Gentlemen's Garments and Piece Goods of every description and fabric in their usually unsurpassed manner.

SAMUEL MARSH, President.
J. T. YOUNG, Secretary. 10 19 mwf1m

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands.
Tent, Awning, Trunk, and Wagon Cover Duck.
Also, Paper Manufacturers' Drier Felts, from one to several feet wide; Fanning, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
No. 105 JONES' Alley.

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 Passenger Trains leave the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

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

Returning, leaves Reading at 6:20 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 7:30 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 Port 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 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:40 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:00 A. M. Returning leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION.—Leaves Reading at 7:40 A. M., stopping at all way stations; arrives in Philadelphia at 10 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 train leaves 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 6:35 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 3:00 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:05 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 6:30 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 7:0 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 8:40 P. M., passing Reading at 1:10 A. M., 1:44, 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 at 2:50 and 5:25 A. M., 9:35 P. M., passing Reading at 4:44 and 7:05 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:50 A. M., and 2:00 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 4:55 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7:30 A. M. for Pinegrove and Harrisburg, and at 12:10 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 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 Ticket at 25 per cent discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $22 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, enabling themselves and wives to tickets at half rate.

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 4:35 A. M., 12 noon, 3 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 8 A. M., and for the principal places on the road only at 12 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, 9:30, 10, 11, 12 A. M., 1, 2, 3½, 4½, 5, 5½, 6:10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 5, 6, 7:20, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11 P. M.

The 8:30 Down Train, and 3½ and 5½ Up Trains will not stop on the Germantown branch.

ON SUNDAYS.

Leave Philadelphia 8 A. M., 2, 7, 10½ P. M.

Leave Germantown 8½ A. M., 1, 6, 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 5, 10, 12, A. M., 2, 3½, 5½, 7, 9 and 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia 9½ A. M., 3 and 7 P. M.

Leave Chestnut Hill 7:30 A. M., 12:40, 5:40 and 9:25 P. M.

FOX CHASE AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M. 1½, 3, 4½, 5½, 6½, 8:05 and 11½ P. M.

Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1½, 3, 4½, 5½, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 8 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, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6½, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7½, 8:20, 9½, and 11½ A. M., 2, 3½, 5, 6½, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7½ P. M.

Leave Manayunk 7½ A. M., 5 and 9 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 ..... 9:50 P. M.
ERIE EXPRESS leaves Philadelphia ..... 11:00 A. M.
" " Williamsport ..... 3:35 P. M.
" arrives at Erie ..... 9:00 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 ..... 7:50 P. M.
" " Williamsport ..... 3:15 A. M.
" arrives at Philadelphia ..... 2:40 P. M.

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

ALFRED L. TYLER,
11 4 General Superintendent.

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., 1:05 P. M., 4:00 P. M., and 6:05 P. M.

Trains leave 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 7:35 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.

HENRY WOOD, General Sup't.
4 10

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA.

ALEXANDER G. CATTELL, ELIJAH CATTELL 2 2

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom.....3:25
At 8 A. M., via Camden and Jersey City Ex. Mail 2:00
At 2 P. M., via Camden and Amboy Express..... 4:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M., and 2:00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3:30, and 4:30 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 8:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.

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 7:30 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 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Line, via Jersey City; Fare, $3.

At 11:30 P. M. Emigrant Line; Fare, $2.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. for Trenton.

At 9:45 A. M., 3, 6:30 and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot take the cars on Third or Fifth streets, as Chestnut, 30 minutes before departure. The cars of 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 9:45 A. M., 6:30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for 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 COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (Upper Side)

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

At 7 A. M., 1:30 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.

FALL TIME, TAKING EFFECT NOV. 23, 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 the departure of the train. The Chestnut and Walnut Streets cars run within one square of the Depot.

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.
Fast Line ..... 11:00 A. M.
Erie Express ..... 11:00 A. M.
Harrisburg Accommodation ..... 3:30 P. M.
Lancaster Accommodation ..... 4:00 P. M.
Parkesburg Train ..... 5:30 P. M.
Cincinnati Express ..... 8:00 P. M.
Erie Mail express ..... 10:45 P. M.
Philadelphia Express ..... 12:00 Night.

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

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

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 ..... 3:10 A. M.
Philadelphia Express ..... 3:10 A. M.
Paoli Accommodation ..... 9:30 A. M., 3:40 and 7:40 P. M.
Erie Mail and Buffalo express ..... 10:00 A. M.
Parkesburg Train ..... 9:10 A. M.
Fast Line ..... 10:05 A. M.
Lancaster Train ..... 12:00 A. M.
Erie Express ..... 4:20 P. M.
Day Express ..... 9:10 P. M.
Harrisburg Accommodation ..... 9:40 P. M.

For further information apply to

JOHN G. ALLISON, Ticket Agent, No. 901 CHESNUT Street.
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,
4 28 General Superintendent Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner 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 12 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