HISTORIC CHRISTMASES Charter, are matters familiar to the knowledge IN ENGLAND.

From the London Quiver. Yule tide in the year 1066 was not a happy one for the English. Harold, the king, had tallen but a few weeks before, in the one great battle on which he staked his crown, and his people had found out in the interim what it was to have a Norman conqueror for their master. They were yet to learn, as learn they did by many a bitter lesson, how powerless they were to throw

off the yoke that conqueror had placed upon them. They were stunned by the shock of Harold's overshrow; they could not realize their loss; and when they were called upon to attend the coronation of the new king they obeyed it as it were mechanically, not recognizing the full significance of the act. The day was Christmas Day. The scene of the coronation was Westminster Abbey, and there was gathered a splendid band of those hardy men before whom the princes of theContinent had bowed down, and who now presentedthemselves in England occause they found themselves cramped in their duchy of Normandy, and because the rich island of Britain offered attractions perfectly irresistible to men who were conquerors by nature. William, aware of the importance of the rite of coronation in the eyes of a supers itious people, who believed that Divine authority was conveyed by the anointing oil, hastened to be crowned before the English should have recovered from the stunning effects of the battle of Hastings. To guard against any violent expression of national iil will which might burst forth on so signal an occasion of triumph, William stationed a nunber of chosen men in the neighborhood of the abbey, the building itself being also thronged with his friends and supporters. Some Englishmen were present, but not in force, and these were father sight-seers, idlers, men who might have been anywhere to see anything, than representatives of the nation-One representative man there was, indeed, Attred, Archbishop of York, who, in the absence of Sigand, the suspended primate, was to crown the new king; but he was there rather because he must than because he would, and was little more than a tool in the hands of the sovereign. The generality of the English remained at home, sad and heavy, and the Conquetor, doubting what precisely their temper might be, was the least bit anxious, though he relied upon his soldiers to repress any hostile demonstration. The ceremony pro-ceeded, and the Bisuop of Constance asked the Normaus, the Archbishop of York the English, whether they would have William for their king. The people answered with an acclaim so long that the sound of it was heard outside the abbey, and the soldiers, supposing, or rather feining to believe, that the tunuit was caused by an attack on the Normans within the church, forthwith set upon the unoffending people of Westminster, slew many of them, and burned and plundered many a house before they could be stopped. The sadness which already pre-valled in augland that Christmas Day was heightened into serrow when the people saw, by worn! experience, the wanton kind of spirit that had found its way into the seat of government, Another Christmas, two years afterwards, was to be still more doleful to the Britons. The people of the northern counties, taking advan-

tage of the disaffection of some powerful Norman barons, rose in arms, with the intention of throwing off the Norman yoke. They surprised several garrisons, and put them to the sword, and in a few days the whole of the open country was in their bands as far south as the Humber. William matched in person against them, and having driven in the British troops upon their supports north of York, kept his Christmas in that city, to the great disgust of the people, who condently hoped that the severity of the who confidently hoped that the severity of the winter would compel him to isturn to the southward. The thought that William matured at York at this season of "peace on earth and goodwill towards men." was how be might best ex-terminate the refractory northmen. As soon as and into distortion of natural facts, through the the Christmas festivities were over, he parcelled out his army into what would now be called flying colours, and gave orders that the whole country on the western side of England, between the cities of York and Durham, should be laid waste, and that neither man, woman, nor child should be spaced. He grinds calculated that those who might escape the swords of the soldiers would fall a proy to the inclemency of the season; and, that the punishment of the insurgents might be the more effectual, extending beyond the present into the future, he directed that beast as well as man should be destroyed, together with all implements of husbandry; that not a house should be left standing, and that blank desolation should reign supreme. These orders were carried out with an exactitude that might have pleased a send; the face of nature was changed between the Ouse and the Scottish border; a hundred thousand men, women, and children perished sword, famine, disease, or climate, and a mark was set that Christmas on the counties the north which it took more than a hundred years whoily to efface. Well might the people be excused for savier, as they did say afterwards, that "Christ and His saints alept."

It was on Christmas Day, in the year 1170, that Thomas a Becket, the first Englishman who had been promoted to any great office since the conquest, ascended the pulpit of his cathedral church at Canterbury, and preached what may be described as his own luneral sermon. to the unworthy treatment to which he had been subjected, and processed that the thirst of his enemies for his blood would soon be slaked. The people were sad: for they loved him, and looked upon him as the upholder of the English cause against be Normans. Proba-bly neither be nor they imagined that the end was to be so soon; thenga even as be spoke the shadow of death was adding its chill to the cold of Christmas. On the 27th December, the four knights, whose deed or blood has procured for them a niche in the gatlery of historical criminals, came to Canteroury, and threatened the primate if he refused to absolve the English prelates whom be had excommunicated. The rest is well known, "In the name of Carist rest is well known. "In the name of Curist and for the decesse of His Charren, I am ready to die." So spoke, for the last time, Thomas a Becket; and then, on the door of the church in which a few days before to and taken his part in the Christian festival of the Nativity, gave up Let us turn to a more agreeable picture: one

In which the bright blooders does not so pre-dominate. The season is Christmas; and thore are knights, prelates, and a primate. They are ergaged in whither a bloodless victory, the greatest the harton had won since the Norman conquest. King John is the coemy over whom the victory is to be gained; and the object of Stephen Langton, the primate, and of the confederate barons, is to obtain his singulare to the Great Charter of English liberties.

These is determination, some suppressed and ar too, perhaps, in the countrances of the mea. but no vengeral look, no must of that sort of mood in which the great 'Saxon-queller' con-ceived his plan for laying waste the north. The spirit and issociations of the season are marked upon their faces; tempering the not zeal with which the burning words of Langton's sloquence had, at previous meetings, inoculated them. It had been "agreed that after the nafivity of our Lord they should come to the king in a body, to desire a contrastion of the liberties before mentioned, and that in the mean time they were to provide themselves with horses and arms in the like manner, that if the king should perchance break through that which he had specially sworn (which they well

Caristinas seems to have been, historically recaking, a season in which statesmen and others who fought and exercised their bodies during the rest of the year, deliberated as to kings who were going to war sat down and counted the cost, and in which any light work of state, whether for good or for evil, was taken in hand

Winter was formerly a time when war ceased: opposed arraies went into winter quarters; and the commanders on either side went home to enjoy themselves, and to get ready fresh means of attack against the next spring. Caristmas was also a season when people in high places were likely, if at any time, to be off their guard; and we find, accordingly, that not a few of the state villauses which have been recordedassassinations of princes, of big men, plots of one sort and another—bave had their denous-

ment at or about Christmas.

As an example in support of the statement that any light, unwarlike work was done at this ime, it may be mentioned that it was a tortnight before Christmas, in the year 1264, that Simon de Montfort sent out writs in the King's name convoking the first English Parliament. He had done his active, out-of-door work for the year; and, as the King and Prince of Wale were sa'ely in his power, and the weather did not admit of his chasing any of his numerous rivals in the field, he stayed in London and thought over his next move. Happily the idea presented itself to his mind, that, if he wished to secure the nation in the enjoyment of those benefits which his power had won for it, the best way to do so would be to call the nation nto council, and to strengthen his own power by drawing afresh upon the source of it—the will of the people. And thus the Caristmas of the year 1264 is justly great in the fact that then first the people of England were called upon to state how they would be governed, and to come, by their representatives, to London, there what should and what should not be

Theskipping king who ambled up and down, With shaflow jes. ers and ra-h bavin wits Soon kind, d and soon burn'd,

was very extravagant in his mode of keeping Christmas, and is said not only to have been prodigal in respect of his own dress and equip ment, but to have borne the daily expense ten thousand men feeding at his cost during the

whole festival.

A plot, which was discovered only by accident, proved nearly fatal to Richard's sup-planter, on his first Christmas after coming to the throne. The Earls of Huntingdon, Kent, surrey, and Rutland, who had been favorites of the late king, and who were, by consequence, in disfavor of Henry, conspired to seize the king at Windsor Castle, where he was to spend Christmas, and to murder him under pretense of jousting. Everything was arranged, the time drow near, and the king knew nothing of the danger that threatened him till accident revealed if to him a few onys after Christmas Day. One of the conspirators wrote to the Earl of Rutland, in London, to remind him of his engage-ment; the letter got into the hands of the Duke of York, Rutiand's father, who instantly sent it, with his son, to the king. Heavy would not believe the news, till the Mayor of London, having got seent of the same thing, came in baste to Windsor, and prevailed upon Henry to go back with him to London. Scarcely had they got clear of the town ere the conspirators gnorant of the Earl of Ruthand's capture, came to the castle, which they occupied with four hundred men, and expressed great chaprin at the kings escape. The needs of the leaders were soon partitioning the gates of the principal towes of England; but the spirit of conspiracy survived, for in a lew months' time we read that "there was found in the King's bedefothes an yron with 3 sharpe pikes, sleader and round, standing upright, laid there by some traytor, yt, when the king should have taid min doune, might have thrust himselfe unou them.

It was at Christmas time, sixteen years later, that Sir John Oldcastle, Lord Cobham, was hung in chains over a sie w fire, kindled on the spot where St. Giles-in-the-Fields now stands, and burned to death, as a pent burnet for the compound crimes of heresy and treason. Buring the Christmas holidays, too, in the year 1384, whether on the 21st or 28th a comber there is a little doubt, died John Wickliffe, the first agency of religious prejudice.

Thus writes Thomas Walsingham, chronicles and monk of St. Alban's:- "On the day of St. Thomas, Archbishop of Canterbury, and martyr that diabolical instrument, enemy of the Church confessor of the vulgar, ided of pereties, mirror of hypecrites, introducer of schism, spreader of about to spew Jorin the invectives and blas-phemies against St. Thomas, which he had, it is said, prepared for his sermon on that day, struck suddenly by the judgment of God, felt a paralysis to have invaded all his limbs. mouth, which had spoken monstrous things against God and His saints, and the Church, miserably distorted from its place, exhibited a spectacle horrible to beholders."

A hundred and thirty-six years later, by which time the abuses and corruptions against which Wickliffe had lifted up his voice so boldly had capkered and rolled the very heart of Church, Martin Luther, a worthy representative the great English reformer, solemnized his Christmas by burning publicly, in the market-place at Wittenberg (16th December, 1520), the oat al ball which authorized the sale of pardons or sins committed and to be committed. had at length got more than it could bear Formalism, Pagan-Papism, and other falschood and corrupt semblance had ruled long enough: and here once more was a man found who durst tell all men that God's world stood not on semblances, but on realities; that life was a truth, and not a lic." It was an eventful Carastmas. The whole civil zed world had a share in the interests involved to it, and from that day ides were taken, und the great work was begun, which was not to be find hed without long and bloody wars, cruel persecutions, and the telling of a number of lies in the Lame of truth, that sight have scared poor truth forever from the

foremost in this country in bringing in the Reformation—that "stately local that broke the cene. It was Christmas of the year 1845. Ten years before, at the some season, Henry and received such a letter from his heart-broken Queen, Catherine, to "ner most dear lord, king, induced bim to send even a nessate in reply which death intercepted ere it could reach her, lie was now summoned bimselt. A fever, induced by inflammation proce-ding from an obstinets after in the thigh, and been happing shout him for some time, and in the early part December had assumed a threatening aspec He was better, however, on Christmas Day, and occupied himself with thoughts as to how he n trink make the throne more secure for his youthful on Edward, who was to succeed him.

The result of his cognitation was that on the following day be had his will altered in several particulars, with the view to depriving the Howards at any influence over the regency, if a regency there must be; and as if he thought his will might not be respected when he was not are ent to enterce it, he cast about in his mind how he might more effectually prevent the interference he dreaded. To a mind like that of Henry VIII, especially when pritated by fever and by the anxiety he might naturally feel at the prospect of "shuffling off this morial coil," is which he had done so many questionable deeds, an effectual way was not long in suggest-The root and branch of the house of Norfolk must be destroyed before Henry's own ceats. With such thoughts the dying king occapied binself on his last Christmas Day. As soon as the holidays were over, the Earl of Surrey, who, with his father, the Duke of Nortolk, had been already arrested, was put upon his triat on a trempery charge of high treason, which he had specially sword (which they well believed), and recoil by reason of his doplicity, they would instantly, by capturing his eastles, compel him to give them satisfaction." How the barons throve, how the king temporized, put them off till Essier, fried every trick he knew to thwart them, and how in six mouths' time from the "mativity of our Lord," 1214, the season have spoken of, he was forced to sign the beheaded. Against the duke, whose long life

had been spent in the discharge of most faithful service of all kinds to the king, it was difficult to get even such slight evidence as had overwn his son. Upon evidence which could not have steed a moment's investigation in a law court, a bill of attainder was framed. Henry being alraid lest the forms of a legal trial might delay his chance of slaughter till it was too late. The king was too ill to give his assent to the bill, which was hurried through Parliament with disgraceful haste, and the royal assent was given by a commission which it is doubtful if Henry ever signed. This was done on the 27th of January, when Henry was at his last gasp, and—so indecent was the behavior of those who would please the tyrant, and who feared the Howards-an order was forthwith sent to the heutenaut of the Tower to execute his prisoner next morning. Fre next merning came Henry was need, and the Heutenant, doubting what he should do under these circumstances, de-layed, and the life of the poor bereaved duke

The last Christmes spent by Henry's daughter Lizabeth was a sad contrast to the many happy ones which had threeded it. The great queen had outlived her popularity, and was fallen into a memancholy from which nothing seemed able to rouse her. She had never been the same woman since the death of Essex; "she sate whole days by herself, indulging in the most gloomy reflections; every rumor artisted her with new and imaginary terrors"; she could hardly be persuaded to take any nourishment, and temper became such as to render their daily service almost unbearable to her attendants.

"I found her." says Sir John Harrington, who was allowed to see her at Christmas, 1602. "in a most pitiable state. She bade the Arcabishop ask me it I had seen Tyrone. I replied with reverence that I had seen him with the Lord Deputy (Essex). She looked up, with much choler and grief in her countenance, and said, O, now it mindsth me that you was one who saw this man elsewhere,' and hereat she dropped a tear and smote her bosom." The shade of the Earl of Essex seemed to haunt her perpetually; so much so, that at the end of her last illness, which begun at this time, she would not stay in bed, and she answered the entreanot stay in bed, and she answered the entrea-ties of the Lord Admiral that she would return to her couch, by saying that if he had seen what she saw there, he would never make the request. Recollections, too, of the sad writer of the sad letter which she had received at Christmas sixteen years before might have been present to her mind the letter in which Mary Queen of Scots made her four fast requests of her cousin of England, and which drew tears, but no mercy, from that cousin's heart. These thoughts, and others like them, fretted the mind of the great queen from Christmas time till Easter, when she passed away, and gave place to him of whom the Duke of Sully wittily said, referring to his scholastic acquirements and his kingship, that he was the wisest fool in Europe.

One Christmas ln his reign -the Christmas of 1621-is too remarkable to be passed unnoticed. There had been for many months a violent quarrel between the King and the House of Commons, in the course of which James had given vent to those highflown, impracticable meas of his upon the relation of king to people, which, put in practice by him and his son, brought about the civil war. Before separating for the Christmas holidays, the House of Com-mons sommed up all the points of the controversy, and entered a solemn protest upon its journals against all the violent language and the violent acts made use of and committed by the king. The protest was the manly prototype of the Grand Remonstrance, presented a few years inter to Charles I, and asserted that "the liberties and jurisdictions of Parliament are the ancient and undoubted birthright and inheritance of the subjects of England," with much more to the same purpose. Having discharged this duty, the members went to their homes for the believys, and James, hearing what had been written, sent for the journal, and, with his own hand, tore out the page in the presence of his council.

In a few years the spirit which prompted such conduct pore trait, and we find at the end of a quarter of a century from this time, Caristmas coming round as a day appointed by "the Houses" for a day of "fasting and public humiliation," on account of the great straits to which the nation was brought. We find within that the nation was breeght. We find within that time an Archbl-hop of Canterbury (Laud) keeping Christmas with a death-warrant for his companion; and we find the king himself (Charles I) spending his last obseriess Christmas at Windsor, a month before his execution, in such corrowful wise that we must needs pit him. A prisoner, in daily apprehension of the evil that actually did overtake him, insulted by his guard, deprived of the solace of his my, utterly broken and cast down, the caus for which he had striven irretrievably lost, and his conscience whispering to him bitter things, especially in connection with the name of the Marl of Strafford, no wonder if the poor man felt he was almost forsaken by God, to whom, let us believe, he peveriheless drew near, and ound that comfort which they ever and who truly seek Him.

Had the captive monarch been gifted with foresight to peer into the future, he might have seen, cleven years onward, a sight which had gone far to console him for the evil plight in which he was. He might have seen General Monk at Christmas, 1659, preparing to march his northern army on London, bending his coergies to the task of undoing the work so Inhoriously secomplished by Protector Crom-well. Yet, had his vision been extended still more, he would have seen a sight to bring all his feelings of desolation back again. It was on Christmas Day, 1688, that James II, that luck-less son of a luckless father, reached the coast of France, a fugitive from his own dominions, On that day the Parliament, whose journals the first Stuart King of England had so rudely handled staty-six years before, presented an address to the Prince of Orange, hearing him to assume and exercise the govern ment of the country till a convention of the chief n.en of the kingdom could meet and decide how be might lawfully continue to do so his tamily, despite the districtions which the generosity of the French king so freely provided for them; but it was a gl rlogs Caristimas Day for the people of Great Bruain, who, delivered by a bloodiess revolution from an system of government, began on that day a new and started once in ie upon the career of bachendence and prosperity, in which they bay-continued with slight intercaptions, down to the present time.

Shortly before Christmas, 1664, the first cases of the Great Plague were reported in Lo don, and ere another Christmas had come and gone there was searce a house to the metropolis in which there had not peen one ocad. The cold weather has been looked to in vain as a means of represent for the disease; the spring and ommer came, and the Londoners fell by the

thomand a day.
On the 25th of Degember, 1739, began, what is known as the Great Frost, which tasted for six weeks without break. The Thames was frozen over, an ex-was roasted whole on the ice by London Bridge, and a sair was held on the solid

Let us, in conclusion, notice several notable Let us, in conclusion, notice several notices to it in modern French history, which have occurred at or about Christmas. It was on the land December, 1793, that Louis XVI was brought to the bar of the revolutionary tribunal, and put upon his trial for high treason against the Biale. It was on Christmas Day, 1730, that General Benaparte caused himself to be proclaimed First Consul; it was on the 23d December, 1800, that, when on his way to the one a, an attempt was made to destroy the First Consul by means of an "infernal chit e." On the 2d December, 1804, the First Censul placed the imperial crown upon his own head and the head of his wife; and on the same day, in the year 1852, his nephew. Louis Napoleon, struck his comp detat and emerged from the rank of Fresident of the Christmas had yet something in sicre for the first emperor. On the 18th of December, 1812, Napoleon entered Paris by night, almost unat-tended, his presence scarcely noticed by the guards at the barriers. The shades of that hairillion of men whom six months before he had ed to the conquest of Russia shrouded him in, and he came back the ghost and the wreck of his former self from that dreadful buttle against Nature and the wantonly aroused anger of Nature's hardiest sons, who had combined successfully to overthrow him. It was within

three days of twenty-eight years from this time that the remains of the great emperor, having been brought from St. Helena, were interred, with splendid honor and a nation's admiration in the Hospital of the invalides at Paris. "I request," he said in his will, "that my body may repose on the banks of the Seine, among the people whom I have loved so well.

-Victoria has another grandson. -The Dominion has 39,160 troops.

-Pollard calls Mrs. Jeff. Davis "brawny." -San Francisco has another squatter war. -The London Times now sells for three

-New York has at last a moral opera -"Not for Joseph" is now rendered Not for

-An asylum for insane murderers is now suggested.

-Phillips thinks it is never too late to im-

-Mr. and Mrs. Boucleault are to retire from the stage. -Carlotta Patti has been singing at Ver-

-Parepa has got as far east as Cleveland,

-New Bedford has a "velocipede rink" in

-Josh Billings is not appreciated at the -A \$10,000 sheep has died in Genesee

county, New York. -The crown of laurel placed on Rossini's

coffin was originally from trees growing at the tombs of Virgil and of Tasso.

-Franz Abt received only nine dollars in Germany for his two most popular songs, and thinks he can make more by coming to this country, which he intends to do. -Some of the white men of Charleston have

given Riley, the negro who has been so persecuted for voting the Democratic ticket, a purse -An Ohio landlord dropped dead of apo-

plexy while caning an overcoat thief. The latter remarked that it was the judgment of Heaven, and walked off with the cost.

FURNISHING GOODS, SHIRTS, &C SUITABLE ARTICLES

For Presentation to Gentlemen,

FANCY SCARFS AND NECKTIES.

GLOVES AND GAUNTLETS. FANCY EORDERED LINEN HOKES.

EAR MUFFS AND MUFFLERS. WRIST COMFORTERS, OF SILK AND WOOL.

SILK SUSPENDERS. SHIRT STUDS AND SLEEVE BUTTONS. HEMSTITCHED LINEN HOKES.

DRIVING GLOVES, ETC. ETC. The above may be had in great variety and at very

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CITY ORDINANCES.

A N ORDINANCE partment for Supplying the City with Water, for the Purpose of Purchasing and Erecting Two Pumping Engines for the Twenty-fourth Ward Water Works.

Section 1. The Select and Common Councils of the City of Pulladenthia de artists.

the City of Philadelphia do ordain. That the sum of ninety-five thousand dollars be and sum of ninety-nye thousand dollars be and the same is hereby appropriated to the De-partment for Supplying the City with Water, for the purpose of purchasing and erecting two pumping engines for the Twenty-fourth Ward Works, said sum to be reimbursed out loan to be hereafter created, and warrants for the same shall be drawn by the Chief En-gineer of the Water Department, in conformity

with existing ordinances
JOSEPH F. MARCER President of Common Council.

ROBERT BETHELL, Assistant Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this eighteenth day of December,
Anno Domini one thousand eight hundred
and sixty-eight (A. D. 1888).

MORTON McMICHAEL,
12 21 11 Mayor of Polladelpnia.

A N ORDINANCE To Repeal the Provisions in the Ordi-nat ce Making an Appropriation to the Con-trollers of Public Schools, approved March 4,

section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the provise attached to I em No. 339 of the ordinance making an appropriation to the Con-trollers of Public Schools for 1868, approved March 4, 1868, be and the same is hereby reso far as the same relates to transfers

JOSEPH F. MARCER. President of Common Council

BENJAMIN H. HAINES,

Clerk of Select Council. WILLIAM S. STOKLEY, President of Pelect Council.

Approved this eighteenth day of December Anno Domini one fliousand eight hundred and sixty-eight (A. D. 1868), MORTON McMICHAEL, Mayor of Philadelphia.

PROPOSALS.

Department of Public Highways, office No. 1018. FIFTH Street, Philadelphia, Dec. 17, 1808.

Scaled Proposals will be received at the office the Crief Commissioner of Highways until colock M., on MONDAY, Elst Instant, for the construction of a Sewer on the line of Eighth street, from Thompson to Master street, the said se wer to be of brick, circular tu form, with a clear inside diameter of three feet, with such inlets and manuoles as may be directed by the Chief Engineer and Surveyor. The under-standing to be tout the contractor shad take stating to be that the property fronting on said sewer to the amount of one dollar and twenty five cents for each lineal foot of front on each side of the street as so much cash paid; the batance, as limited by ordinance, to be paid by the city, and any excess to be paid by the

by the city, and any excess to be paid by the owners of property.

When the street is occupied by a city passenger railrout track, the Sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in act of Assembly approved May 8, 1835.

All bidgers are invited to be present at the time and place of opening the said proposals. Fach proposal will be accompanied by a certificate that a bond he's been filed in the Law Department as directed by ordinance of May 25, 1830. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next highest hid. Specifications may be had at the Department of Surveys, which will be strictly adhered to.

MAHLON H. DICKINSON,

12 19 21] Chief Commissioner of Highways.

BAILROAD LINES.

lanco,
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Florence Edgewater, Riverside, Riverion, Pat-myra, and Fish House, and 2 P. for Florence and

myra, and Fish House, and 2 P. for Florence and Riverton.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (coner side.)

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$4.

At 11:30 and 11 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 16:15 A. M. for Bristol.

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

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

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissington, Hydenoug, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

FROM WEST FRILADELPHIA DEPOT,

At 9:55 A. M., 1:50, 4, 6:30, and 12 P. M. New York Express Lines, via Jeney City: Fare, 51:25

At 1:120 P. M. Emigrant Line; Fare, 52.

At 1:25 A. M., 1:20, 4, 6:30, and 12 P. M., for Bristol.

At 1:2 P. M. (Night), for Morrisville, Tullylown, Schenck's, Endingson, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M., Lines will run

burg, Tacony, Washinoming, Bridesburg, and Frankford.

The 946 A. M., 550 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, at Chesnut, 30 minutes before departure. The cars of Market Street kall way run direct to West Philadelphia Depot. Chesnut and Walnut within one squars. On Sundays the Market Street cars will run to connect with the 945 A. M. 640 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES, PROM ESNSISSTON DEPOT.

At 730 A. M. for Ningara Falls, Badaio, Dunkirk, Eirsus, Libera, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Rend, Montrose, Wilkesbarg, Scranton, Strondaburg, Waler Gap, Schooley's Mountain, etc.

At 730 A. M. and 230 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 840 P. M. Line connects direct with the Train leaving Easton for Mauch Churk, Albestown, Betchichem, etc.

At 3 P. M. for Lambertville and intermediate Stations.

CAMBEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-BOADS, FROM MARKET STREET FERRY, (Upper Side.) At 7 a. M., 1'30, 8'30, and 5'30 P. M., for Mer-chantsville, Moorestown, Hartford, Masonville, Hainsport, Hount Holly, Smithville, Ewansville, Vincentowe, Birmingham, and Pemberton. At 7 a. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horner-town, Cream Bidge, Inlias stown, Sharon, and Hightstown. Tream Eidge, Indanstown, Sharon, and Hightstow. 1116 WILLIAM H. GATZMER, Agent.

PENESYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFECT NOV. 23, 1868. The trains of the Pennsylvania Constraint Static and leave the Depot, at THIRTY-FIRST and MARKET Street cars the last car connecting while accurate the last car connecting while each train feaving front and Market streets thirty minutes before its departure. The Chemiut and Walnut Streets cars run within one square of the Depot.

Steeping Car Tickets can be mad on application at the ricket office N. W. corner Kinth and Chemiut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chemiut skeet, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-Mall Train.

Market street.
TRAINS ARRIVE AT DEPOT, VIZ. TRAINS ARRIVE 21 510 A. M.
Cincinnati Express 510 A. M.
Philadelphia Express 510 A. M.
Paoli Accommodation 530 A. M. 340 and 710 P. M.
Erie Mai and Buffalo Express 10 00 A. M.
Parkesburg Train 910 A. M.
Fast Litte 10 00 A. M.
Lancaster Train 1230 P. M.

DHILADELPHIA, WILMINGTON, AND ESTATIMORE RATLEDAD.—TIME TABLE,—
commencing MONDAY, November 23, 1868.—Trains will leave Depot comer Broad street and Washington avenue, as follows:—
Way Easi Train at 8:30 A. M. (Sundays excepted), for Ballimore, stopping at all regular stations. Connecting with Delaware Ballroad at Wilmington for Cristicid and infermediate stations.

Express, Train at 12 M. (Sundays excepted) for Ballimore and Washington, stopping at Wilmington, rerry ville, and Ravre-de-Grace, Connects at Wilmington with train for New Castle.

Express Train at -00 P. M. (Sundays excepted) for Ballimore and Washington, stopping at Chester, Tourlow, Linwood, Claymout, Wilmington, Newsport, Stanton, Newark, Enkson, North-East, Charlestown, Parryville Havre de Grace, Aberdeen, Parryman's, Edgewood, Magnolis, Chas's, and Steamer's Run.

Night Express at 11:30 P. M. (Dails) for Baltimore

Run.

Pight Express at 1230 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark Elkton, North-East, Percyville, and Havre de Gree.

Parsengers for Fortress Monroe and Nortolk will take the 1200 M. train.

Stopping at all Stations between Philadelphia and Wilmington.

Horington. Leave Fhiladelphia at 1170 A. M., 230, 800, and 90 F. M. The 5-00 P. M. Train connects with Dela-are Railroad for Marrington and intermediate ware Railrond for Having on and intermediate meations.

Leave Wilmington 7 00 and 8 10 A. M. 130.4 15 and 7 00 F. M. The 8 10 A. M. Train with not stop between therefore and Philadelphia. The 7 10 F. M. Train from Wilmington runs daily; an other Accommodation Trains bundays excepted.

From Battimore to Philadelphia.—Leave Battimore 750 A. M. Way Mail. 9 25 A. M. Express. 2 20 P. M., Express. 7 10 F. M., Express. 8 UNDAY TRAIN FROM BALTIMORE.

Leaves Bailmore at 7 25 F. M. stopping at Magnolia, Perrymans, Aberden, Havre designae, Perrywills, Charlestown, North-Ban. Eliton, Neward, Scienton, Newport, Wilmington, Claysont, Linwood, and Conster.

er, h tickets to all points West, Sgath, and

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

EAGLEDAL, WIN AR ARRANGEMENT OF

Leave Philadelphia from the Depot, Thanks will

leave as follows:

Leave Philadelphia from the Depot, Thirty

First and Chester for P. M. 150 P. M.

Leave West Chester for P. M. 150 P. M.

Leave West Chester for P. M. 250 P. M.

10 P. M. 130 P. M.

10 P. M. 430 P. M.

11 This leave West Chester at 50 A. M. 30 A. M. 350 A.

12 This leave West Chester at 50 D. A. M. and leave

leg Philadelphia at 450 P. M. 11 stop at B. C. Juncting and Media only. Passengers to or from station

between West Chester and h. C. Juncting Sping

East, will take train leaving West Chester at 7.55

A. M., and going West will take the train leaving

Philadelphia at 450 P. M., and transfer at B. C.

Junction.

The stepped in Philadelphia is reached directly by Junction.

The Repot In Philadelphia is reached directly by the Chesnut and Walsut Street cars. These 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 3/ A. M. and 200 P. M.
Leave West Chester at 7/3/ A. M. and 4/00 P. M.
Trains leaving Philadelphia at 7/45 A. M. and 4/0
P. M. and leaving West Chester at 8/0/ A. M. and 4/0
F. M. connect at B. C. Junction with Trains on P. & L. C. R. R., for Oxford and intermediate points.

HENRY WOOD, General Sup's. W EST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT,
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 18, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Miliville, 3'15
P. M. Por Miliville, Vincland, and intermediate stations 15 A. M., 5 15 P. M.
For Bridgeton, Salem, and way stations 5 15 A. M.
Bor Woodbury at 5 15 A. M., 3 15, 3 30, and 5 00 P. M.
Froight train leaves Camben daily at 12 o'clock Freight received at second covered whanf below Freight Street, dally, No. 225 South Delaware avenue, Freight Delivered No. 225 South Delaware avenue, Freight Delivered No. 225 South Delaware avenue, Freight Delivered No. 225 South Delaware avenue, Freight Superintendent, Superintenden

RAILROAD LINES.

PEADING RAILBOAD. — GREAT TRUNK LINE trom Philadelphia to the interior of Pennsylvania, the Schuylkil, Susquehanna. Cumberland and Wyoming Valleys, the North, Northwest and the Canadas Winter Passenger Trains leave the Company's Depot, Thirteenth and Callowhill attrets. Philadelphia, at the following hours.—
MORNING ACCOMMODATION.—At 730 A.M. for Reading and all intermediate stations, and Alientown. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:35 P. M., arriving in Philoceiphia; at 9:35 P. M., arriving in Philoceiphia; at 9:35 P. M., arriving in McNing expression.

Mokning expressions at 8:15 A. M., for Reading. Lebanon. Harrisburg. Pottaville, Pine Grove, Tamaqua. Sunbury. Withamsport. Elmira. Rochester. Niagara Falls, Buffale, Wilkesbarre, Pittston, York. Carinie. Chambersburg. Hagerstown, etc.

The 7:35 train connects at Iteading with the East Pennsylvania Hallroad trains for Allentown, etc. and the 8:15 A. M. connects with the Lebanon Vailey train for Harrisburg, etc.: at Port Clinton with Catawissa. Hallroad trains for Williamsport, Lock Haven, Elmira, etc.: at Harrisburg with Northern Central, Cumbersiand Vailey, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc.

A PIERENCON EXPRESS. Lenzer Philadelphia at

irg, Pinegrove, etc. A l'TERNOON EX PRESS,—Leaves Philadelphia at All EHNOON EXPRESS.—Leaves Philadelphia at \$150 P. M., for Reading, Pottaville, Harriaburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottatows at 6 th A. M., stopping at infermediate stations; arrives in Philadelphia at 9:10 A. M. Reigning leaves Philadelphia at 4:00 P. M.; arrives in Poistown at 6:15 P. M. P. M.,

READING ACCOMMODATION.—Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10 20 A. M.

Retorning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Potteville at 8:45 A. M. arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 105 P. M.; and Potteville at 2:45 P. M.; arriving at 10 P. M. at 3:45 P. M.; arriving at 10 P. M. at 3:45 P. M.; arriving at 10 P. M.; a

Pos P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 645 F. M.

Barrisburg accommodation leaves Reading at 745 A. M., and Harrisburg at 446 P. M. Connecting at Reading with Advances accommodation south at 635 P. M., arriving in Philadelphia at 925 P. M. Market train, with a Passeoger car attached, leaves Philadelphia at 1220 moon for Pottsville and all Way Stations: seaves Pottsville at 730 A. M. for Philadelphia at 1240 moon for Pottsville and all Way Stations: leaves Pottsville at 840 A. M., and Philadelphia at 215 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 432 P. M. CHESTER VALLEY RAILROAD,-Passengers

r Downingtown and intermediate polose take the 80 A. M., 12 30 and 4 50 P. a. trains from Philadel-51s; returning from Downingtown at 6 30 A. M., 12 45 and 5-15 P. M.

PRIKKIOMEN RAILROAD.—Passengers for Skippack take 7-20 A. M. and 1-00 P. M. trains from Philadelphia, returning from Skippack at 2-10 A. M. and 2-24 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST,—Leaves New York at 9 A. M., 180, and 500 P. M., passing Reading at 195 A. M., 180, and 1819 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 350 and 510 A. M., 1850 P. M., passing Reading at 844 and 7 sl A. M., and 1250 and 590 P. M., Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mai train for New York leaves Harrisburg at 840 A. M., and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Fottsville at 645, 1130 A. M., and 640 P. M., returning from Tamagua at 853 A. M., and 640 P. M., solf-tylkkill, AND SUSQUEHANNA RAIL-

BUHUYLKILL AND SUSQUEHANNA RAIL BOAD.—Trains leave Auburn at 755 A.M. for Fins-grove and Harrisourg, and at 12 is P. m. for Fins-grove and Tramonit seurning from Harrisburg at 330 F. M., and from Trament at 740 A. M., and 335 P. M., and from Fremeste as 7 as A. M., and s as P. M., TICKETS.—Through first class tickets and emigrant tickets to all the principal points in the North and West and Capadias.

Excarsion Tickets from Philadelphia to Beading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Potistown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No 267 S. Fourth street, Philadelphia, or G. A. Nicolis, 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 \$5250 each, for families and firms.

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

months, for notices only, to air points, at reduced rater.

Clergymen realding 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 Cempany's New Freight Depot, Broad and Whiow streets.

Freight Trains leave Philadelphia dally at 435 A. Ma., 12'-0 neon, s and 5 P. M., for keading, Lebanon, Harrisburg, Pottaville, Port Citaton, and all points begund.

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.

BAG AGE.—Dungan's Express will collect Baggage for all trains traving Philadelphia Depot. Orders can be left at No. 255 S. Fourth street, or at the Depot. Thirteenth and Callowhill streets.

Thirteenth and Callowhill streets.

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLES, FOR CHERMANTOWN.

Leave Philadelphia 6, 7, 5, 906, 10, 11, 12 A, M., 1, 2, 813, 334, 1, 5, 65, 67, 610, 7, 8 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75x, 3, 8 20, 9, 10, 11, 12 A, M., 1, 2, 8, 3, 43x, 6, 65x, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Train, and 33x and 3x Up Trains will not stop on the Germantown Branch, ON SUNDAYS.

Leave Philadelphia 93x A, M. 2, 7, 103x P, M.

Leave Germantown 83x A, M. 1, 6, 93x P, M.

Leave Chestnut Hill 716x, 8, 940, and iP10 A, M., 193

340, 540, 540, 540 and 1949 P, M.

Leave Chestnut Hill 716x, 8, 940, and iP10 A, M., 194

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 1240, 640 and 925

P, M.

EVIS CONSHOHOCKEN AND NORRISTOWN.

P.M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1%, 8,
45, 55, 65, 806 and 115 P. M.
Leave Norristown 5 50, 7, 750, 9, and 11 A. M., 1%, 8,
45, 66, and 65 P. M.
ON BUNDAYS.

Leave Philadelphia 3 a. M., 230 and 775 P. M.
Leave Philadelphia 3 a. M., 230 and 3 P. M.
Leave Philadelphia 5.75; 9, and 11°65 A.
Leave Philadelphia 5.75; 9, and 11°65 A.
Leave Philadelphia 6.75; 9, and 11°65 A.
Leave Philadelphia 6.10, 7%, 8°20, 9%, and 11% A. M.,
2, 3%, 9, 6%, and 9 P. M.
SUNDAYS.
Leave Philadelphia 9 A. M., 2% and 7% P. M.
Leave Philadelphia 9 A. M., 2% and 7% P. M.
Leave Managunk 7% A. M., 5 and 9% P. M.
Leave Managunk 7% A. M., 5 and 9% P. M.
Leave Managunk 7% A. M., 5 and 6 P. M.
Leave Managunk 7% A. M., 5 and 6 P. M.
Leave Managunk 7% A. M., 5 and 6 P. M.
Leave Managunk 7% A. M., 5 and 6 P. M.
Leave Managunk 7% A. M., 5 and 6 P. M.

PHILADELPHIA AND RRIE RAILROAD. DIRECT ROUTE BETWEEN PRILADELPHIA, BALLIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL-

VANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY. November 23, 1883, the rains on the Philadelphia and Eric Radroad will

NIORTH PENNSYLVANIA RAILBOAD .-OBJE ESTREME W. DOVLESTOWN, MAULH CHUNK, EA-TON, WILLIAMSPORT, WILKES-BAPRE, MAHANOY CIFY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON, WINTER ARRANGEMENTS. Past enger Trains leave the Depot, corner of BERKS and Am EliCan Streets, daily (Sundays excepted),

At 745 A. M. (Express for Bethlehem, Allentowa, Bauch Churk, Haziston, Williamsport, Wilkesbarre, Maisanoy City, Pitston, and Tunkhannock.

945 A. M. (Express) for Bethlehem, Easton Allentown, Mauch Chunk, Wilkesbarre, Pitston, and Stranton.

At 145 P. M. (Express) for Bethlenem, Mauch Chunk, Wilkesharre, Pittston, and Scranton.

At 350 F. M. (Express) for Bethlenem, Mauch Chunk, Wilkesharre, Pittston, and Scranton.

At 350 F. M. for Bethlenem, Easton, Allentown at 345 M. M., 245 and 445 P. M., For Port Washington at 1045 A. M. and 1150 P. M., For Lansdale at 624 P. M., Finh and Sixth streets. Second and Third streets, and Union City Passenger Ratiways run to the new Dept.

Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 910 A. M., 2'10, 5'25, and 8'40

From Beinlehem at \$10 A. M., \$20, 529, and \$30 F. M.

From Doylestown at \$35 A. M., \$455 and 7 P. M.

From Landule at 7:50 A. M., \$455 and 7 P. M.

From Landule at 7:50 A. M., and 3 to F. M.

ON SUNDAYS.

Philadelphia for Beinlehem at 0 20 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at T A. M.

Beinlehem for Philadelphia at T A. M.

Tickets sold and Bacgage checked through at M.

Tickets sold and Bacgage checked through at M.

No. 105 S. FIFTH street.

Mann's North Pennsylvino, 105 S. FIFTH aircel. ELLIS CLARK, Agent,