Agricultural Labor in England.

THE EMPLOYMENT OF WOMEN AND CHILDREN IN FIELD WORK.

A board of commissioners were lately appointed by the English Government to inquire into and report upon the facts connected with the employment of women and children in field labor in that kingdom. Their report has been presented, and from it we gather the following facts.

Speaking of Northumberland, the report says:—

"Women are extensively employed throughout the whole year, and their labor is considered essential for the cultivation of the land. The work of two women is usually required for every seventy-five acres of the light land, and a larger proportion for that which is heavier, or farmed on the four-course instead of the five-course system. Their labor consists in the various operations of cleaning the land, picking stones, weeding, etc.; turnip hoeing, hay-making and harvest work, rooting and shawing (that is, cleaning) turnips; barn work, with the threshing and winnowing machines, filling dung-carts, turning dung-heaps, spreading dung, and sowing artificial manure; turnip-cutting in the winter for sheep, etc., and occasionally driving carts or harrowing; in some instances forking (pitching) and loading hay or corn, though when such is the case two women are put to the work of one man. The Northumbrian women who do these kinds of labor are physically a splendid race: their strength is such that they can vie with the men in carrying sacks of corn, and there seems to be no work in the fields which affects them injuriously, however hard it may appear. The universal opinion and feeling is that it conduces to health.

"The dress of these north-country women is admirable adapted for their work; being made to fit easily it does not encumber them, and being of strong materials it defies all weathers. Generally it consists of a pair of stout boots, a very short thick woollen petticoat, warm stockings, a jacket, &c.; over all a washing pinafore with sleeves (called a slip), which preserves their dress from the dirt. Their faces are protected by a shade or 'ugly' of divers colors.

"Children seldom, if ever, go to work in the Glendale Union before eleven or twelve years of age, and then merely for summer work. Their employment is hoeing potatoes and corn, turnip-hoeing (two being put to the work of one woman), haymaking, assisting at harvest by making bands, etc., weeding and picking up stones, getting up potatoes, and making straw ropes for thatching. Both boys and girls begin work at the same age, their strength at that time being about equal. Horses are never entrusted to the care of boys before the age of fourteen; consequently, until that time, it is only summer work for which they are required, so that they are able to continue their school attendance during the winter. As the farms are generally provided with cottages for their cultivators, women and children employed upon them have no great distance to go to work, although in exceptional cases, where the work lies at the extreme boundary of a large farm, their walk may be somewhat extended. The hours of labor for women and children are nine and a half hours in summer, viz., from six-to six, with two hours and a half for meals—that is, two hours for dinner and a short break at 9 and at 4. In winter the hours are regulated by the light."

Of Gloucestershire the report speaks as follows:—

"The physical, social, and educational condition of the laboring class appeared to be low. Many cottages in the parishes of Newent, Linton, and Taynton are simply unfit for human habitation. There are large areas nearly destitute of schools, or only provided with inefficient ones; and in the wild tract of country round Mayhill there resides a population, probably upwards of 1000 in number, wild and almost savage in their habits, who seem to lie entirely out of the pale of civilization."

Mr. Frazer, one of the commissioners, finds that children under ten years of age are largely employed in irregular field labor; that this labor, irregular though it be, is made an excuse for entire absence from school; that the parents seem to have no idea of utilizing scraps of time for educational purposes; and that their apathy, as well as their poverty, stands in the way of the success of the teacher.

The Manufacture of Ultra-Marine.

Until the commencement of the present century all of the ultra-marine of commerce was prepared from a mineral called *lapis lazuli*. This stone is found in China, Thibet, Tartary, and sparingly in the United States, and the preparation of the blue color from it is attended with much trouble and expense. If the world had been dependent upon this source, there never could have been more than four or five pounds per annum produced. Hence the discovery of an artificial method of manufacture was one of the most important contributions made to the arts this century. Instead of four pounds yearly production, we now have at least twenty million pounds per annum, and as its applications are daily extending, the production increases in proportion.

It could never have entered into the imagination of any man that the blue color which Raphael and Guido used with so much effect in their paintings, and which cost several times its weight in gold, would in the nineteenth century be made by the ton, and sold so cheaply that every household could use it for the ordinary purposes of the laundry. It may be of interest to give a sketch of this important industry. The German chemist Christian Gmelin, of Tübingen, was the first to prepare a small quantity of ultra-marine artificially, in 1822. About the same time a French chemist, Guimet, was occupied with similar studies, and to him is ascribed the credit of the invention in France.

The first manufactory on any considerable scale was established in 1834. A single sentence in "Dumas' Applied Chemistry," edition of 1828, is said to have inspired one of the principal founders of the industry to undertake the work. Dumas says:—"There is no doubt that we shall hereafter be able to prepare ultra-marine from alumina and sulphide of sodium." This sentence attracted the attention of a Nuremburg chemist, and he immediately set to work to find a process for the cheap manufacture of ultra-marine. He did not live to see the task accomplished, but his successor pushed it forward to completion.

Since that year, one establishment after another has been started in Germany and France, so that at the last Paris Exhibition a single manufactory was able to send at least a ton of the most beautiful ultra-marine to be placed on exhibition. There are single establishments that produce two or three million pounds per annum, and this article of commerce is now employed in the manufacture of paper, in the whitening of sugar, as a bluing in the laundry, to correct the yellow color in a large class of articles, in the manufacture of colors, and for many purposes that would have been inconceivable a few years ago.

The *lapis lazuli* of the ancients is now chiefly employed in the manufacture of mosaics, and is no longer ground up as a color; and what was called ultra-marine, because it came from beyond the seas, is now a home-made article, brought to our doors and rendered available to any one who may wish to use it. It is not surprising that Liebig should pronounce this the crowning discovery in the artificial preparation of minerals. Ultra-marine is essentially a mixture of silica, sulphur, alumina, sulphuric acid, iron and soda, and the proper proportions to take for its preparation vary according to the manipulation in different manufactories. The best brands come from France and Germany.

Counterfeit Curiosities.

At the last meeting of the Boston Numismatic Society, Mr. Colburn read the following paper in regard to the counterfeit pine-tree money that made its appearance in 1856:—

"In the summer of 1856 I was waited upon by a person from New York city, who desired to see my collection of coins and medals. When shown my pine-tree money he made inquiry as to the varieties. I showed him Felt's work on the Massachusetts currency, which he was very desirous to obtain. He asked me if I had ever seen the 'Good Samaritan' piece, and the silver penny, as figured in Folke's Coins. I informed him that I did not believe that any such coins were struck. He afterwards obtained a copy of Mr. Felt's book. Shortly after a notice appeared in the Boston *Journal* saying that a hoard of 'pine-tree money' had been found in Chelsea. After much inquiry I was convinced that no coins had been found there, and that the item had been got up for a special purpose. Within a week or two after the appearance of the notice a collector in this city purchased a set of the coins, including the penny, the Good Samaritan piece, and the ('N. E.') shilling and '(VI.)'; the last two pieces were *fac similes* from the plate in 'Felt's Currency'—even to the lines across the sides of the pieces, which do not exist except in the fancy of the artist. I wrote to the person who fabricated the dies, saying I should like to procure a set of the pine-tree money lately found in Chelsea. Shortly after he replied, and furnished me with a set of five pieces, on certain terms specified in his letters, which are still in my possession. A well-known collector in the city of New York soon after exposed the fraud, and the individual who issued the bogus piece at once denied having ever had anything to do in relation to the matter. Occasionally specimens of them are found in collections, and are difficult to be detected. I think they are all of silver, and exceedingly well executed."

FIRE-PROOF SAFES.

FROM THE GREAT FIRE

IN MARKET STREET.

HERRING'S PATENT SAFES

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LETTER FROM T MORRIS PEROT & CO.

PHILADELPHIA, Twelfth Month 8th, 1868.

Messrs. Farrel, Herring & Co., No. 629 Chesnut street—Gents:—It is with great pleasure that we add our testimony to the value of your Patent Champion Safe. At the destructive fire on Market street, on the evening of the 3d inst., our store was the centre of the conflagration, and, being filled with a large stock of drugs, oils, turpentine, paints, varnish, alcohol, etc., made a severe and trying test. Your Safe stood in an exposed situation, and fell with the burning floors into the cellar among a quantity of combustible materials. We opened it next day and found our books, papers, bank notes bills receivable, and entire contents all safe. It is especially gratifying to us that your Safe came out all right, as we had entrusted our most valuable books to it. We shall want another of your Safes in a few days, as they have our entire confidence.

Yours, respectfully,
T. MORRIS PEROT & CO.

HERRING'S PATENT CHAMPION SAFES, the victors in more than 500 accidental fires. Awarded the Prize Medals at the World's Fair, London; World's Fair, New York; and Exposition Universelle, Paris

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PATENTS.

UNITED STATES PATENT OFFICE,
WASHINGTON, D. C. Jan. 4, 1869.

On the petition of CHARLES WILHELM and ANNA CATHARINE WILHELM of Philadelphia, Pennsylvania, praying for the extension of a patent granted them on the 3d day of April 1855, for an improvement in PROTECTOR FOR LAMP SHADES.

It is ordered that said petition be heard at this office on the 22d day of March next. Any person may oppose this extension. Objections, depositions, and other papers should be filed in this office twenty days before the day of hearing.

1 7 th 3t ELISHA FOOTE, Commissioner of Patents.

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS,

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CENTRAL DEPOT, No. 103 S. FIFTH ST.,

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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.

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Have now on hand a very large and choice assortment of all the new styles of

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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. Winter Arrangement of Passenger Trains, December 14, 1868, leaving 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 6·35 P. M., arriving in Philadelphia at 9·25 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 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·10 A. M. Returning leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

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

Returning, 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 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 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12·30 noon for Pottsville and all Way Stations; leaves Pottsville at 7·30 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 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30 and 4·30 P. M. trains from Philadelphia; returning from Downingtown at 6·30 A. M., 12·45 and 5·15 P. M.

PERKIOMEN RAILROAD.—Passengers for Skippack take 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Skippack at 8·10 A. M. and 12·45 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., 5·00, and 8·00 P. M., passing Reading at 1·05 A. M., 1·50, and 10·19 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 3·30 and 5·50 A. M., 10·50 P. M., passing Reading at 5·44 and 7·31 A. M., and 12·50 P. M., arriving at New York, 11·00 A. M., and 12·20 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 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. 237 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 $52·50 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 4·35 A. M., 12·30 noon, 5 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.

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., 4·30 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., 1·55 P. M., 4·50 P. M., and 6·55 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 stations 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 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

4 10] HENRY WOOD, General Sup't.

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

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¼, 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, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3½ and 5¼ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10½ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 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, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, 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, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05, and 11½ P. M.

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

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

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

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—

At 7·45 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 1·45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 5·00 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.
For Fort Washington at 10·45 A. M. and 11·30 P. M.
For Lansdale at 6·20 P. M.

Fifth and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 9·10 A. M., 2·10, 5·25, and 8·30 P. M.

From Doylestown at 8·35 A. M., 4·55 and 7 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 10·45 A. M. and 3·10 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH street.

ELLI CLARK, Agent.

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....$2·25
At 8 A. M., via Camden and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express...... 3·00
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 6·30 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. 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 Lines, via Jersey City; Fare, $3 25.

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., 4, 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, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·45 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, Hainsport, Mount Holly, Smithville, Ewansville, 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. 22, 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.

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., 1·10, and 9·00 P. M.
Fast Line....................11·50 A. M.
Erie Express....................11·50 A. M.
Harrisburg Accommodation....................2·30 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....................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 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....................3·10 A. M.
Philadelphia Express....................6·10 A. M.
Paoli Accommodation.... 8·30 A. M., 3·40 and 7·10 P. M.
Erie Mail and Buffalo Express....................10·00 A. M.
Parkesburg Train....................9·10 A. M.
Fast Line....................10·00 A. M.
Lancaster Train....................12·30 P. M.
Erie Express....................4·20 P. M.
Day Express....................4·20 P. M.
Harrisburg Accommodation....................9·40 P. M.

For further information apply to

JOHN C. ALLEN, 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.

4 29 EDWARD H. WILLIAMS,
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 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, 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, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 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 ticket office, No. 828 Chesnut street, under 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 baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—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, November 23, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia....................10·45 P. M.
" " Williamsport....................8·15 A. M.
" arrives at Erie....................9·50 P. M.
ERIE EXPRESS leaves Philadelphia....................11·50 A. M.
" " Williamsport....................8·30 P. M.
" arrives at Erie....................10·00 A. M.
ELMIRA MAIL leaves Philadelphia....................8·00 A. M.
" " Williamsport....................6·30 P. M.
" arrives at Lockhaven....................7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie....................10·55 A. M.
" " Williamsport....................12·55 A. M.
" arrives at Philadelphia....................10·00 A. M.
ERIE EXPRESS leaves Erie....................9·25 P. M.
" " Williamsport....................7·30 A. M.
" arrives at Philadelphia....................4·20 P. M.

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

1 1] 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, 3·15 P. M.

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

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

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

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

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

Freight Delivered No. 228 South Delaware avenue.

9 15 WILLIAM J. SEWELL,
Superintendent.

AUCTION SALES

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

FINE ART EXHIBITION AND SALE. CARD.—The splendid collection of Paintings from M. Knoedler, successor to Goupil & Co., will be on exhibition at the Academy of Fine Arts on Wednesday, 20th inst. The sale will take place on the evenings on February 1 and 2. 1 16

MISCELLANEOUS BOOKS.

On Friday Afternoon.

January 22, at 4 o'clock. 1t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

Peremptory sale at the southeast corner of Twenty-third and Spring Garden streets.

CART, THREE HEAVY TRUCKS, WHEELS, SPOKES, FELLOES, ETC.,

On Friday Afternoon.

Jan. 22, at 2 o'clock, on the premises, southeast corner of Twenty-third and Spring Garden streets, a quantity of goods suitable for wheelwrights and others. 1 19 3t

Sale No. 409 S. Eighth street.

HANDSOME WALNUT FURNITURE, ETC.

On Thursday Morning,

28th inst., at 10 o'clock, at No. 409 S. Eighth street, by catalogue, the entire superior furniture, including handsome walnut and brocatelle parlor furniture, large centre table, elegant walnut chamber suit, large wardrobe, very fine French plate mantel and pier mirrors handsomely framed; handsome medallion velvet, Brussels, and other carpets; glassware, kitchen utensils, etc.

The cabinet furniture was made to order by Allen.

May be seen early on morning of sale. 1 21 6t

Sale No. 1408 N. Fifteenth street.

ELEGANT WALNUT FURNITURE, HANDSOME MIRRORS, ELEGANT ROSEWOOD PIANO, VERY FINE OIL PAINTINGS, RICH BRUSSELS CARPETS, FINE GLASSWARE AND CHINA, ETC.

On Tuesday Morning,

February 2, at 10 o'clock, at No. 1408 N. Fifteenth street, above Master street, by catalogue, the entire furniture, including very elegant walnut and maroon plush drawing-room suit, centre table, handsome walnut chamber furniture, 2 handsome walnut sideboards, superior library furniture, bookcase, elegant rosewood piano by Raum; very fine French plate mirrors, handsomely framed; French mantel clocks, Rogers' Group, fire-proof silver chest, hair mattresses, richly cut glassware, fine white French china, plated ware, rich Brussels carpets, cottage suit, kitchen utensils, etc.

ELEGANT OIL PAINTINGS.

Also, several fine subjects by William Thayer, Verboeckhoven, Bonfield, Dyke, and others; fine engravings, etc.

The cabinet furniture was made to order and is in elegant condition.

May be seen early on the morning of sale. 1 21 10t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 1110 Chesnut street.

NEW AND SECOND HAND HOUSEHOLD FURNITURE, CARPETS, MIRRORS, ETC.

On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of superior household furniture, comprising, viz.:—Elegant antique parlor suits of walnut furniture, in plush, terry, and reps; library suits; oak dining-room suit; elegant consol table and mirror; walnut chamber suits; French plate mantel mirrors; walnut secretaries and bookcases; wardrobes; extension dining tables; Brussels, ingrain, and Venetian carpets; marble-top tables; hair mattresses; feather beds; lace window curtains; Spanish and rocking chairs; lounges; china and glassware, etc.

SILVER-PLATED WARE, Etc.—Also, an assortment of elegant silver-plated ware and table cutlery.

FINE FRENCH FURS.—Also an invoice of fine fancy Furs from a retail store, including lady's opera hat, trimmed with Russian sable; royal ermine sets; fine mink sable, Astrachan, Siberian squirrel, and fitch sets.

Also, several sleigh robes.

CHAMPAGNE WINE.—Also, 20 cases of champagne wine. 1t

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET St.

NOTICE.

Regular Sales of Dry Goods, Notions, Trimmings, etc., will be held every WEDNESDAY through January.

Consignments of Stock Goods, etc., solicited.

Sales cashed within five days.

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc.

City and country merchants will find bargains.

Terms cash.

Goods packed free of charge 9 29

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

AT PRIVATE SALE.

50 cases infantry overcoats, perfect.
to bales grey-mixed army shirts. 1 9

KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. 1 21

Large sale of Liquors, Wednesday, 27th inst.

C. D. McCLEES & CO., AUCTIONEERS No. 506 MARKET Street.

LUMBER.

1869. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869.

1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869

1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869

1869 WALNUT BDS AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869

1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869

1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869

1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869

1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869

1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869

MAULE, BROTHER & CO.,
11 5 No. 2500 SOUTH Street.

T. P. GALVIN & CO.,

LUMBER COMMISSION MERCHANTS

SHACKAMAXON STREET WHARF,

BELOW SLOAT'S MILLS,

(SO-CALLED), PHILADELPHIA.

AGENTS FOR SOUTHERN AND EASTERN Manufacturers of YELLOW PINE and SPRUCE TIMBER BOARDS, etc., shall be happy to furnish orders at wholesale rates, deliverable at any accessible port.

Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS, SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATOC SHIP-KNEES. 1 31 stuth

ALL OF WHICH WILL BE DELIVERED AT ANY PART OF THE CITY PROMPTLY

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner of FOURTH and RACE Sts.,

PHILADELPHIA.

WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH. 12 16

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; Pauling, Belting, Sail Twine, etc.

JOHN W. EVERMAN & CO.,
No. 103 JONES' Alley.