From a work entitled "Her Majesty's Tower," by W. Hepworth Dixon, we take the following extracts:-

ASPECT OF THE TOWER.

"Half-a-mile below Loudon Bridge, on ground which was once a bluff, commanding the Thames from St. Saviour's creek to St. Olave's wharf, stands the Tower; a mass of fampart walls and gates, the most ancient and most poetic pile in Europe. Seen from the hill outside, the Tower appears to be white with age and wrinkled by remorse. The home of our stontest kings, the grave of our noblest knights, the scene of our gayest revels, the field of our darkest crimes, that edifice speaks at once to the eye and to the soul. Grey keep, green tree, black gate, and frowning battlements stand out, apart from all objects far and near them, menacing, picturesque, enchaining, working on the senses like a spell; and calling us away from our daily mood into a world of romance, like that which we find painted in light and shadow on Shakespeare's page. Looking at the Tower as either a prison, a palace, or a court, picture, poetry and drama crowd upon the mind; and if the fancy dwells most frequently on the state prison, this is because the soul is more readily kindled by a human interest than fired by an archaic and official fact. For one man who would care to see the room in which a council met or a court was held, a hundred men would like to see the chamber in which Lady Jane Grey was lodged, the cell in which Sir Walter Raleigh wrote, the tower from which Sir John Oldoastle escaped. Who would not like to stand for a moment by those steps on which Ann Boleyn knelt; pause by that slit in the wall through which Arthur de la Pole gazed; and linger, if he could, in that room in which Cranmer, Latimer, and Ridley searched the New Testament together ?"

AGE OF THE TOWER. "Even as to length of days, the Tower has no rival among palaces and prisons; its origin, like that of the Iliad, that of the Sphinx, that of the Newton Stone, being lost in the nebulous ages, long before our definite history took shape. Old writers date it from the days of Cæsar; a legend taken up by Shakespeare and the poets, in favor of which the name of Casar's tower remains in popular use to this very day. A Roman wall can even yet be traced near some parts of the ditch. The Tower is mentioned in the "Saxon Chronicle," in a way not incompatible with the fact of a Saxon stronghold having stood upon this The buildings as we have them now in block and plan were commenced by William the Conqueror; and the series of apartments in Casar's tower-hall, gallery, council chamber, chapel-were built in the early Norman reigns, and used as a royal residence by all our Norman kings. What can Europe show to compare against such a tale? Set against the Tower of Londonwith its eight hundred years of historic life, its nineteen hundred years of traditioal fame -all other palaces and prisons appear like things of an hour. The oldest bit of palace in Europe, that of the west front of the Burg in Vienna, is of the time of Henry the Third. The Kremlin in Moscow, the Doge's Palazzo in Venice, are of the fourteenth century. The seraglio in Stamboul was built by Mohammed the Second. The oldest part of the Vatican was commenced by Borgia, whose name it bears. The old Louvre was commenced in the reign of Henry the Eighth; the Tuileries in that of Klizsbeth. In e time of our Civil War Versailles was yet a swamp. Sans Souci and the Escurial belong to the eighteenth century. The Serail of Jerusalem is a Turkish edifice. The palaces Athens of Cairo, of Teheran are modern date. Neither can the prisons which remain in fact as well as in history and drama-with the one exception of St. Angelo in Rome-compare against the Tower. The Bastile is gone; the Bargello has become a museum; the Piombia are removed from the Doge's roof. Vinennes, Spandau, Spielberg, Magdeburg, are all modern in comparison with a jail from which Ralph Flambard escaped so long ago as the year 1100, the date of the First Crusade."

BUILDERS OF THE TOWER. "Two great architects designed the main parts of the Tower—Gandulf the Weeper and Henry the Builder; one a poor Norman monk, the other a great English king. Gundulf, a Benedictine friar, had, for that age, seen a great deal of the world; for he had not only lived in Rough and Casp, but had travelled in lived in Rouen and Caen, but had travelled in the East, Familiar with the glories of Saracenic art, no less than with the Norman simplicities of Bec, St. Ouen, and St. Etienne: a pupil of Lanfranc, a friend of Auselm; he had been employed in the monastery of Bec to marshal, with the eye of an artist, all the picto ial ceremonies of his church. But he was iefly known in that convent as a weeper.

o monk at Bec could cry so often and so much as Gundulf. He could weep with those who wept; may, he could weep with those whe sported; for his tears welled forth from what semed to be an unfailing source. As the price of his exile from Bec, Gundulf received the crozier of Rochester, in which city he rebuilt the cathedral, and perhaps designed the castle, since the great keep on the Medway has a sister's likeness to the great keep on the Thames. His works in London were-the White tower, the first St. Peter's church, and the old barbican, afterwards known as the Hall tower, and now used as the Jewel house. * " Henry the Third, a prince of epical fancies, as Corffe, Conway, Beaumaris, and many other fine poems in stone attest, not only spent much of his time in the Tower, but much of his money in adding to its beauty and strength. Adam de Lamburn was his master mason; but Henry was his own chief clerk of the works. The Water gate, the embanked wharf, the Cradle tower, the Lantern, which he made his bedroom and private closet, the Galleyman tower, and the first wall, appear to have been his gifts. But the prince who did so much for Westminster Abbey, not content with giving stone and piles to the home in which he dwelt, enriched the chambers with frescoes and sculpture, the chapels with carving and glass; making St. John's chapel in the White ower splendid with saints, St. Peter's shurch on the Tower Green musical with halls. In the Hall tower, from which a pagled through the Great hall into the King's bedroom in the Lantern, he built a chapel for his private use-s chapel which served for the devotion of his successors until Henry the Sixth was stabled to with before the cross. Sparing neither skill nor gold to make the great fortress worthy of his art, he sent to Purbeck for marble, and to Caen for stone. The dabs of lime, the spawls of flint, the layers of brick, which deface the walls and towers in too many places, are of ither earlier or later times. The marble shafts, the noble groins, the delicate traceries. are Henry's work. Traitor's gate, one of the noblest arches in the world, was built by him:

traceable to his reign."

"It is London in the reign of that Henry the Builder, who loved to adorn the fortress in which he dwelt. Whose barge is moored at you

in short, nearly all that is purest in art is

stair, with the royal arms? What men are those with tabard and clarion? Who is that proud and beautiful woman, her fair face fired with rage, who steps into her galley, but whose foot appears to scorn the plank on which it treads She is the Queen; wife of the great builder; Rlinor of Provence, called by her minstrels Klinor la Belle. A poetess, a friend of singers, a lover of music, she is said to have brought song and art into the English court from her native land. The first of our laureates came in her train. She has flushed the palace with jest and joust, with tinkle of citherns, with clang of horns. But the Queen has faults, for which her gracious talent and her peerless beauty fail to a'one. Her greed is high, her anger ruthless. Her court is filled with an outery of merchants who have been mulcted of queen-geld, a wrangle of friars who have been robbed by her kith and kin, a roar of tiremen and jewellers clamorous for their debts, a murmur of knights and barons protesting against her loans, a clatter of poor Jews objecting to be spoiled. Despite her gifts of birth and wit, Elinor la Belle is the most unpopular princess in the world. She has been living at the Tower, which her husband loves; but she feels that her palace is a kind of jail; she wishes to get away, and she has sent for her barge and watermen, hoping to escape from her people, and to breathe the free air of her Windsor home. Will the Commons let her go? Proudly her barge puts off. The tabards bend and the clarious blare. But the Commons, who wait her coming on London Bridge, dispute her passage and drive her back with curses, crying, 'Drown the witch! Drown the witch! Unable to pass the bridge, Elinor hauto turn her keel, and, with passionate rage in her heart, to find her way back. Her son, the young and fiery Edward, never forgets this insult to his mother; by-and-hy he will seek revenge for it on Lewes field; and by mad pursuit of his revenge, he will lose the great fight and imperil his father's crown,"

FIRST ESCAPE FROM THE TOWER. "The first offender ever lodged within its walls contrived to escape from his guards, to let himself down from a window, and to slip through the postern te his boat. This bold offender was Ralph of Durham, called the Firebrand and the Lion, who for many years had been treasurer and justiciar to the Norman kings. On the death of Rufus he was selzed by the Commons until the new king's pleasure should be known about him; and Henry the Scholar, who had good deeds rather than good rights to befriend him in his contest with Robert for the crown, sent the unpopular prelate to the Tower. Henry was not inclined to harshness; and Ralph, though lodged in the keep which he had helped to build, was treated like a guest. He lived in the upper rooms, on the tier now known as the banquetingfloor; his rooms having plenty of space and light, a good fire-place, a private closet, and free access to St. John's chapel. William de Mandeville, Constable of the Tower, was appointed his keeper, and two shillings a day were paid from the King's exchequer for his diet. He was suffered to have his own servants and chaplains in his rooms, and to send out for such wines and meats as his stomach craved and his purse could buy. One of the richest men in England, he could buy a good deal; one of the cleverest men in England, he could scheme a long way. But before resorting to his money and his wits in self-defense, Ralph tried how far he could reckon on the virtues of his pastoral staff. A bishop was not only a baron of the realm, but a prince of the universal Church. No doubt he had exercised lay functions, acting as a financier, sitting as a judge; but still he was a priest, on whom secular laws were held to have no binding force. On this ground he appealed to Angelm, then Lord Primate, as to his brother and his chief. Anselm, who had just come back from that exile into which he had been driven by Ralph and his master, was in no saintly humor. 'Out on this caitiff,' oried the Lord Primate, 'I know him not, neither as brother nor as priest.' Anselm took the part of Henry, whom his flock was beginning to call Gaffer Goodrick, and to love with exceeding warmth on account of Goody Maud, the young Saxon princess whom he had taken from a convent to make his wife. Failing in this appeal, Ralph took counsel with his wits. The stout Norman knights who kept guard in his chamber were jölly fellows, fond of good cheer, and lusty at a song. On this weak-ness he began to play. Sending for good wine, and giving orders to his cook, he in-vited to his table a belt of boisterous knights. When folks looked up at the keep, in which their enemy was caged, they saw lights in the windows rather late, and haply went to bed in the pious hope that their bad bishop was going quickly to his doom. At length his scheme was ripe. Asking the knights to supper he sent out for jars of wine; a potent liquor which, in due time, laid those warriors asleep on bench and floor. The time was winter (the date February, 1101), and night came down quickly on the Tower. When the guards were all drunk, the sober bishop arose from his table, drew a long coil of rope from one of the jars, passed into the south from, tied his cord to

ried him away into a boat, by which he escaped, with his staff and his money, to France. The window from which he escaped is sixty-five feet from the ground." MAUD THE FAIR. "In the reign of King John, the White Tower received one of the first and fairest of a long line of female victims, in that Maud Fitzwalter, who was known to the singers of her time as Maud the Fair. The father of this beautiful girl was Robert Lord Fitzwalter, of Castle Baynard on the Thames, one of John's greatest barons; yet the King during a fit of violence with his Queen, Isabella of Angouleme, fell madly into love with this young As neither the lady herself nor her powerful sire would listen to this disgraceful suit, the King is said to have seized her at Dunmow by force, and brought her to the Tower. Fitzwalter raised an outcry, on which the King sent troops into Cartle Baynard and his other houses; and when the baron protested against these wrongs his master banished him from the realm. Fitzwalter fled to France, with his wife and his other children, leaving his daughter Maud in the Tower, where she suffered a daily insult in the King's unlawful suit. On her proud and scornful answer to his passion being heard, John carried her up to the roof and locked her in the round turret, standing on the northeast angle of the keep. Mand's cage was the highest, chilliest den in the Tower; but

was presented to a Blackfriars' audience under

the window shaft, and taking his crozier with

him, let himself down. He was a fat, heavy

man; the cord was rather short, and he fell

some feet to the ground. But trusty servants

who were in waiting picked him up, and hur-

neither cold, nor solitude, nor hunger could break her strength. In the rage of his disappointed love the King sent one of his minions to her room with a poisoned egg, of which the brave girl ate, and died." GOOD LORD CORHAM.

REMOVED TO No. 184 DOCK Street, "'Oldcastle died a Martyr.' So runs the epilogue to Shakespeare's second part of King Henry the Fourth. 'Oldcastle died a martyr, and this is not the man!' In the first draft of Shakespeare's play the mighty piece of fiesh, now known to all men as 'Sir John Palataff.

the name of Sir John Oldcastle. Why was such a name adopted for our great buffoon? Why, after having been adopted, was it changed? Why, above all, is Oldoastle first presented by the poet as a buffoon, and afterwards proclaimed a martyr? These questions hang on a story which unfolds itself in the Beauchamp tower. Sir John Oldcastle lived when his young friend, Harry of Monmouth, was a roguish lad, at Gouling Castle, close by Gad's Hill, on the great Kent road. Besides being a good soldier, sage councillor, and a courteous gentleman, Oldesstle was a pupil of Wycliffe, a receiver of the new light, a protector of poor Lollards, a contemuer of monks and friars, a man who read the Bible on his knees, and took the word which he found there to be good for his soul. He was not only a friend of the reigning King, but of the graceless prince. He had fought with equal credit in the French wars and in the Welsh wars; but his fame was not confined to the court and camp. Rumor linked his name with some of the pranks of madeap Hal. We know that he lived near Gad's Hill, that he built a new bridge at Rochester, and founded in that city a house for the maintenance of three poor clerks. We know nothing about him that suggests the pranks on Gad's Hill and the orgies in Eastcheap. A high, swift sort of man; full of fight, keen of tongue, kind to the poor, impatient with the proud; such was the brave young knight who wedded Joan, last heiress of the grand old line of Cobham, in whose right he held Couling Castle; sitting in the House of Peers as Lord Cobham, a name by which he was not less widely known and dearly loved than by his own. Poor and pious people everywhere called him the 'Good ord Cobham.'" SHAKESPEARE'S CONFESSION.

"What is there in such a man to suggest the idea of Falstaff-a braggart, a coward, a lecher, a thief? Shakespeare was not the first to put this insult on Sir John. When the young poet came to London, he found the play-writers using the name of Oldcastle as synonymous with braggart, buffoon, and clown. As Fuller says, Sir John Oldoastle was the make-sport in old plays for a coward. Finding the name current (just as a comic writer finds Pantaloon-a degradation of one of the noblest Italian names-on our modern stage), Shakespeare adopted it in his play. This false Sir John was the creation of those monks and friars against whom the true Sir John had fought his manly fight. Those friars composed our early plays; those friars conducted our early dumb shows; in many of which the first great heretic ever burned in England was a figure. Those friars would naturally gift their assailants with the ugliest vices; for how could an enemy of friars begallant, young, and pious ! In this degraded form the name of Oldcastle was handed down from fair to fair, from innyard to inn-yard, until it took immortal shape on Shakespeare's stage. Now comes a personal query, the significance of which will not be overlooked by men who wish to learn what they can of Shakespeare's life. Why, after giving to the Oldcastle tradition that immortal shape, did Shakspeare change the name of his buffoon to Falstaff, and separate himself for ever from the party of abuse? The point is very ourious. Some motive of unusual strength must have come into play before such a course could have been taken by the poet. It is not the change of a name, but of a state of mind. For Shakespeare is not content with striking out the name of Oldcastle and writing down that of Falstaff. He does more-much more -something beyond example in his works-He makes a confession of his faith. In his own person, as poet and as man, he proclaims from the stage-'Oldcastle died a martyr!' That a sentiment which Ra held, which Cartwright would have expressed. It was the thought for which Weever was then struggling in his 'Poetical Life of Sir John Oldoastle;' for which James, the friend of Jonson, if not of Shakespeare, was compiling his 'Defence of the Noble Knight and Martyr, Sir John Oldeastle.' The occurrence of such a proclamation suggests that, between the first production of Henry the Fourth and the date of his printed quarto, Shakespeare changed his way of looking at the old heroes of English thought. In the year 1600 a play was printed in London with the title, The First Part of the True and Honorable History of the Life of Sir John Oldcastle, the Good Lord Cobham. The title-page bore Shake-speare's name. Sir John Oldcastle is now regarded by every one as a play from other pens; in fact, it is known to have been written but many good critics think the poet may have written some of the lines and edited the work. This drams was a protest against the wrong which had been done to Oldcastie on the stage by Shakespeare. The prologue

'It is no campered glutton we present, Nor aged councillor to youthful sin; But one whose virtue shone above the rest, A valiant martyr and a virtuous poet.' These lines are thought to be Shakespeare's own. They are in his vein, and they repeat the declaration which he had already made:-'Oldcastle died a Martyr!' The man who

RAILROAD LINES.

wrote that confession in the days of Arch-

bishop Whitgift was a Puritan in faith."

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 906, 10, 11, 12 A. M.,
1, 2, 3, 15, 24, 4, 5, 54, 610, 7, 5, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7, 5, 8, 820, 9, 10, 11, 12 A.
M., 1, 2, 3, 4, 4, 6, 64, 7, 8, 9, 10, 11 P. M.
The 820 down train, and 34 and 54 up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9 15 A. M., 2.7, and 10% P. M.
Leave Germantown at 8 15 A. M., 1, 6, and 9% P. M. CHESTNUT HILL RAILROAD,
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7,
and 11 P. M.
Leave Chestnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40,
1:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at 3 15 A., 2 and 7 P. M. Leave Chestnut Hill at 7 50 A. M., 12 40, 5 40, and 9 25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7)4, 9, and 11 05 A. M., 1/2, 3, 4/2, 5/2, 6 2, 80 and 11/2 F. M. Leave Norristown at 5/40, 7, 7/50, 9, and 11 A. M., 1/4, 3, 4/2, 5/2, and 5/2 P. M. ON SUNDAYS, Leave Philadelphia at 9 &, M., 2), and 7% P. M. Leave Norristown at 7 A. M., 5), and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 8, and 11% A, M.; 13%, 43%, 53%, 64%, 8 06, and 11% P, M.

Leave Manayunk at 610, 73%, 8 20, 93%, and 11% A, M.; 33%, 5, 6%, and 9 P, M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.: 6 and 9 P. M.

Leave Manayunk at 7 S. A. M.: 6 and 9 P. M

Leave Manayunk at 7 S. A. M.: 6 and 9 P. M

W. S. WILSON, General Superintendent.

Depot, Ninth and Green streets.

GEORGE PLOWMAN.

CARPENTER AND BUILDER,

PHILADELP A: PRIZES CASHED IN ROYAL HAVANA, CONCURRENCE AND INFORMATION OF THE RESERVE THE RAILROAD LINES.

THE WAR PER LICENSING AND ADDRESS TO STREET

At e30 and 10 A. M., 1, 830, 430, 6, and 1130 P. M. for Florence, Edgewater, Riverside, Riverton, Patmyra, and Fish House, and 2 P. for Florence and Biverton.

myra and Figh Mouse, and F. lot Firtude and Biveries.

The I and 11:30 P. M. Lines leave from Market Strees Ferry (upper side.)

FROM EKARINGTON DEFOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$1.

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. ad Tullytown, At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.
At 7:36 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Terresdaie, Holmeaburg, Tacony, Wissinoming, Bridesburg, and Frankiord, and at 8 P. M. for Holmeaburg and intermediate Stations,
FROM WRST PHILADELPHIA DEPOT,
Via Connecting Ballway.
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 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrendale, Hoimesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:45 A. M., 6:30 and 12 P. M. Lines will run The 9-45 A. M., 6-20 and 12 P. M. Lines will run The 945 A. M., 630 and 12 P. M. Lines will full daily. All others, Sundays excepted.
For Lines leaving Kensington depot, take the cars on Third or Fifth streets, at Chesnut, 80 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Wainnt within one square. On Sundays, the Market Street cars will run to connect with the 945 A. M. 630 and 12 P. M. Lines,
BELLVIDERE DALAWARE RAILROAD LINES,
FROM EENSINGTON DEPOT.

FROM ENSINGTON DEFOR.
At 7:20 A. M. for Niegara Falls, Buffalo. Dunkirk, Elmira, Ithaca, Owego, Rochester, Einghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun tain, etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 8:30 P. M. Line
connects direct with the Train leaving Easton for
Manch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Sta-

CAMBEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-PEMBERTON AND HIGHTSTOWN RAIL-BOADS.
FROM MARKET STREET FERRY. (Upper Side.)
At 7 and 10 A. M., 130, 350, and 5'30 F. M., for Merchantsville, Moorestown, Hartford, Missonville, Hainsport, Hount Holly, Smithville, Ewansville Vincentows, Birmingham, and Pemberton.
At 7 A. M., 1'30 and 3'30 F. M., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, 11 16 WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL RAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1888. The trains of the Fennsylvania Central Railroad leave the Depot, at Third Ty-First and Mark ET Streets, which is reached directly by the Market Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets tuirly minutes before its departure. The Chesnut and Wainut 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.

No. 201 Carried No. 201 A. M. 110, and 200 P. M. Pacil Accommodation 201 A. M., 110, and 200 P. M. Fast Line. 11 50 A. M. Erie Express 201 Accommodation 201 Mail Train S'00 A. M. Paoli Accommodation S'00 A. M. 1'10, and 9'00 P. M. Past Line 11'50 A. M. Rrie Express 11'50 A. M. Rrie Express 11'50 A. M. Harrisourg Accommodation 2'80 P. M. Harrisourg Accommodation 4'00 P. M. Lancaster Accommodation 5'30 P. M. Cincinnati Express 5'00 P. M. Erie Mail and Buffaio 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. The Western Accommodation Train runs 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.

Olincinnati Express 50 A. M., Stoand 7'10 P. M. Philadelphia Express 810 A. M. Philadelphia Express 10'00 A. M. Philadelphia Express 10'00 A. M. Paoli Accommodation 8'30 A. M., Stoand 7'10 P. M. Erie Mail and Buffalo Express 10'00 A. M. Past Line 112'30 P. M. Erie Express 112'30 P. M. Erie Express 12'30 P. M. Express

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For further information apply to

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No. 116 MARKET Street,

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

General Superintendent Altoons, Pa. 11

PHILADELPHIA, WILMINGTON, AND DESCRIPTION OF THE TABLE.—
Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washingcommencing MONDAY, November 23, 1885.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—

Way-Mail Train at 5:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristical 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, Station, Newark, Eikton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Express at 11:30 P. M. (Daily) for Baltimore Rights, Perryville, and Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, wood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, and A. Waye de Grace, Nortolk will Pasaengers for Fortress Monroe; take the 12:00 M. train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and

Wilmington.
Leave Philadelphia at 11 00 A. M., 2 30, 8 00, and 7:00 P. M., The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

ware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 5:10 A. M., 1:30, 4:15, and Leave Wilmington 7:00 and 5:10 A. M., 1:30, 4:15, and 7:00 F. M. The 8:10 A. M. Train will not stop between Chetter and Phinadelphia. The 7:00 F. M. Train from Wilmington runs daily; all other Accommodation Trains bundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail. 9:25 A. M., Express. 2:25 F. M., Express. 7:25 F. M., Stopping at Magnolia, Perryman's, Aberdeen, Havre de-Grace. Ferrynolia, Perryman's, Express. Elkhon, Newport, Willington, Claymont, Linwood, and Chester. Coxes to all points West, South, and Through tickets to all points West, South, and Through ting the day. Persons purchasing tickets secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unich Transfer Company.

DHILADELPHIA AND ERIE RAILROAD.

WINTER TIME TABLE—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA.
BALTIMORE. HABRISBURG, WILLIAMSPORT, BALTIMORE. HABRISBURG, WILLIAMSPORT, BALTIMORE. HABRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Steeping Cars on all Night Trains.

WESTWARD.

MAIL TRAIN leaves Philadelphia.

ATTIVES at Erie.

WILLIAMSPORT.

STOP. M.

ERIE EXPRESS leaves Philadelphia.

ATTIVES at Erie.

ATTIVES at Lockhaven.

WILLIAMSPORT.

STOP. M.

EASTWARD.

MAIL TRAIN 1 aves Erie.

WILLIAMSPORT.

WI

W EST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Beptember 16, 1868.
For Cape May and stations below Millville, 848
For Millville, Vineland, and intermediate stations 815 A. M., 845 P. M.
For Bridgeton, Salem, and way stations 815 A. M.
For Bridgeton, Salem, and way stations 815 A. M.
For Woodbury at 815 A. M., 315, 330, and 600 P. M.
Freight train leaves Camden daily at 12 o'clock noon. noon.
Freight received at second covered whasfield
Walnut street, daily.
Freight Delivered No. 236 South Delawareaven
WILLIAM J. SEWELL,
Superintendent

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK
LINE FROM PHILADELPHIA TO THE
INTERIOR OF PENNSYLVANIA. THE SORUYLRILL, SUSQUEHANNA, CUMBERLAND, AND
WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1888. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS,
At 8'15 A. M. for Reading Lebanon, Harrisburg,
Poutsville, Pine Grove, Tamaqua, Sanbury, Williamsport, Edmira, Mochester, Ningara Falls, Buffaio,
Wilkesbarre, Pittaton, York, Carlisie, Chambersburg,
Hagerstown, etc. Wilkesbarre, Pittaton, York, Carlisie, Chambersburg, Hagerstown, etc.
The 7-30 A. M., train connects at READING with East Pennsylvania Railroad trains for Alientown.
etc., and the 8-16 A. M. train connects with the Lessnon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Centrai, Cumberland Valley, and Schuyikili and Susquehanna trains for North-umberland, Williamsport, York, Chambersburg, Pinegrove, 8to.

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

POTTSTOWN ACCOMMODATION.
Leaves Pottatown at 6-45 A. M., stopping at intermediate stations; arrives in Potladelphia at 9-10 A. M., Returning, leaves Philadelphia at 5 P. M.; arrives in Pottstown at 6-15 P. M.

Pottstown at 6:15 P. M.

READING ACCOMMODATION,
Leaves Reading at 7:50 A.M., stopping at all way stations; arrives in Philadelpnia at 10:29 A.M.

Returning, leaves Philadelpnia at 4:50 P.M.; arrives in Reading at 7:40 P.M.

Trains for Philadelphia leave Harrisburg at 8:10 A.M., and Pottsville at 8:5 A.M., arriving in Philadelphia at 1 P.M., Afternoon trains leave Harrisburg at 2:50 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 Reading with Afternoon Accommodation south at 575 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1230 noon, for Pottsville and all way atations: leaves Pottsville at 730 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. bepted.

Bunday trains leave Pottsville at s A. M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 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 P. M. trains from Philadlephia. Returning from Downingtown at 5.30 A. M., 12.45 and 5.15 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 8:10 A. M. and 12:45 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9A, M, and 5 and 8 P, M, passing Reading at 1 05 A, M, and 400 and 10 19 P, M, and connecting at Harris-urg with Pennsylvania and Northern Central Railroad Express trainsfor Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 5 56 A. M., and 10 50 P. M., passing Reading at 544 and 7-31 A. M., and 12-30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Mail Train for New York leaves Harrisburg at 3-10 A. m. and 2-25 P. M. Mail train for Harrisburg at leaves New York at 12 M.

[SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsville at 6.45 and 11.40 A. M., and 6.4 P. M., returning from Tamaqua at 5.35 A. M., and 2.15 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHAMNA RAIL-ROAD.

Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3.50 P. M., and from Tremont at 7.40 A. M. and 6.35 P. M.

TICKETS.

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

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

Excursion Tickets to Philadelphia, good for one day only, are sold at Kending and intermediate stations by Reading and Potstown 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 of G. A. Nicholla, General Superintendent, Reading.

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
(the cards entitling themselves and wives to tickets
t half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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 435 A. M., 1230 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 5 A. M., and for the brincipal stations only at 2.15 P. M.

BAGGAGE Dungan's Express will collect baggage for all trains leaving Philadelphia Depo. Orders can be len at No. 225 S Fourth street, or at the Deport Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—
CHUNE, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL,
PITTETON, TUNEHANNOUK, AND SCRANTON.

PASSORET TRAINS SERVE the Depot, corner of BERKS
and AMERICAN Streets, deliy (Sundays excepted),
as follows: and AMERICAN Streets, daily (Sundays excepted), as follows:

At 745 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mshaney City, Pitston, and Tunknannock.

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

At 145 P. M. (Express) for Bethlehem, Manch Chunk, Wilkesbarre, Pitston, and Scranton.

At 540 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 445 P. M.

For Fort Washington at 1645 A. M. and II 30 P. M.

For Lansdale at 621 P. M.

Fith and Sixth streets, Second and Third streets, and Union City Passenger Hallways run to the new Depotency at NS ARRIVE IN PHILADELPHIA

and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9 16 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 35 A. M., 4 55 and 7 P. M.
From Fort Washington at 10 45 A. M. and 8 16 P. M.
ON SUNDAYS.

Philadelphia for Bethlehem at 9 50 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. 4668. FIFTH street.

WEST CHESTER AND PHILADELPHIA

On and atter MONDAY, October 5, 1868, Trains will
leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11 A. M.,
2 30 P. M., 416 P. M., 450 P. M., 618 and 11 30 P. M.,
2 30 P. M. 416 P. M., 450 P. M., 518 and 11 30 P. M.,

Trains leave West Chester for Philadelphia, from Deport
on East Market street at 6 25 A. M., 7 18 A. M., 809 A.

Trains leave West Chester at 8 00 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and E. C. Junction, going
East, will take train leaving West Chester at 7 45

A. M., and going West will take the krain leaving
Philadelphia at 450 P. M., and transfer at B. C.
Junction.

The Depot in Philadelphia is reached directive by Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one aquare. The cars of both lines connect with each train upon its

Leave Philadelphia at 8 % 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 70 P. M. Trains leaving West Chester at 8 00 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,

AUCTION SALES

DITY INTELLLEGIZED

T B. COLES.

M. THOMAS & BONS, NOS. 139 AND 16 Medical and Miscellaneous Books from Librari as on; Wednesday afternoon, February 16, as a coll. Sale at the Auction Rooms, Nos. 139 and 141 S. Forsta.

HANDSOME HOUSE HOLD FURNITURE.

FIANO, CABINET ORGAN, FRENCH PLATE
MIRICOSE FIREPROOF SAFE., HAND-OME
VELVET, BRUSSELS, AND OTHER CARPETS.

ETC. ETC.

OR Thursday Morning.

Feb. 11. at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household farmiture, comprising handsome walnut parior, librara, dining-room, and chamber furniture, superior rosewood plano-forte, elegant cabinst organ, made by Carhatt & Needham, fine French-plate mirrora, handsome wardrobes, bookcases, sidebuards, extension tables, china and glassware, beds and adding, fine hart mattresses: effice furniture: a superior fire-proof sales, made by Farrel & Herring and Lillier bagatelle table, gas-consuming and cosking stoves, handsome velvet, Brussels, and other carpets, etc. etc.

BUNTING, DURBOROW & CO., AUCTIONS of Bank street, Successors to John B. Myers & Go. LARGE SALE OF BRITISH. FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Mercing. Feb. 11, at 10 clock, on four months' credit, 2166

LARGE SALE OF CARPETINGS, OIL OLOTHS, ETC. ETC. On Friday Morning, Feb. 12. at 11 c'clock, on four months' credit, about 200 pieces lagrain, Venetian. list, hemp, cottage, and rag carpetings, oil cloths, etc.

MARTIN BROTHERS, AUCTIONEERS,—
(Gately Salesmen for M. Thomas & Sona.)
No. 529 CHESNUT St., rear entrance from Minor; NOTICE.—The sale of the stock and machiners of Mears. Evans & Watsen will be pos.poned for the present.

Sale No. 529 Chesnut street.

HANDSOME WALNUT HOUSEHOLD PURNITURE, ROSEWOOD PIANO FORTE, 2 SUPERIOR MELODEONS, HANDSOME VELVET AND BRUSSELS CARPETS, ETC.

On Wednesday Morning,
Feb. 10, at 10 o'clock, at the suction rooms, No 528 Chesnut street, by catalogue very excellent Furniture, including—Handsome walnut parior, library, and dining-room furtiture; 5 suits handsome walnut chamber lurniture, rosewood plano-forte, 2 superior rosewood melodeous. French plate mantel, pier, and oval mirrors, handsome velvet, Brussels, and other carpets gas-consuming stoyes, feather beds, plated ware, china and glassware, etc.

[28 25]

CLARK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morr tening,
A large invoice of Blankets, Freu oppense, Dry Goods;
Clot'us, Cassimeres, Hosiery, Stationery, Table and
Pocket Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash,
Goods packed free of charge

C. D. McCLEES & CO., AUCTIONEERS, No. SALE OF 1000 CASES BOOTS AND SHOES,

February 11, at 10 o'clock, will be sold a large at-sortment of boots, shees, balmorals, etc. Also, a large line of city-made goods,

KEENAN, SON & CO., AUCTIONEERS, L IPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET B. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sanson

NEW YORK.

A DRIAN H. MULLER, AUCTIONERR.

VALUABLE PROPERTY ON BROADWAY CHUECH, DUANE, AND NORTH STREETS NEW YORK, TO BE LEASED AT AUCTION. Adrian H. Muller, P. R. Wilkins & Co. will lease at auction,

ON TUESDAY, FEBRUARY 16, 1869, At 12 o'clock M., at the Exchange Salesrooms, No

BY ORDER OF THE UNDERSIGNED. A COMMITTEE OF THE BOARD OF GOVERNORS OF THE SOCIETY OF THE NEW YORK HOSPITAL

THE FIFTY-EIGHT LOTS COMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, DUANE, AND WORTH STREETS,

WILL BE LEASED AT AUCTION ON THE ABOVE MENTIONED DAY. This property is located in the centre of the heavy business of the city, on high ground, with dry, sandy soil, and surrounded by first-class improvements. The leases will be for a term of twenty-one years. with the usual covenants for renewal, and will be similar to those made by the "SAILORS' SNUC HARBOR," which have always been considered as most favorable to the lesses. The advan-tage of holding long leases on property in the business pertion of the city is demonstrated by the large bonus which has been paid for those made by the "Sallors' Snuc Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an epportunity that in all probability will never again occur for procuring leases of building sites that must, from the con-

ing leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worth a large premium, especially as this property is by law

EXEMITED FROM TAXATION.

JAMES W. BEEKMAN,
JOHN DAVID WOLFE,
ROBERT I. LIVINGSTON,
JACKSON S SHULTZ,
JAMES M. BROWN.

Descriptive lists sent by ma... !! desired. [127178]

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE (AND PENN STEAM ENGINE (AND PENN STEAM ENGINE (AND PENN STEAM ENGINE (AND PENCH BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS. BOILER-MAKERS, BLAOK, BMITHS, and FOUNDERS, having for many years in successful operation, and been exclusively engaged in the successful operation of penters of different six respects to the public as being no. The pressure fine stationary; having sets of patterns of different six ere prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure fine the first successful of the work connected with the above business.

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

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

JACOB C. NEAFIE, JOHN F. OPHN F. LEVY.

SIL BEACH and PALMER Streets.

SEACH AND PALMER Streets,

I. VAUGED MERRICE, WILLIAM H. MERRICE
SOUTHWARK FOUNDRY, FIFTH AND
PRINCIPLE STREET,
MERRICK & BONS,
DENGINEERS AND MACHINISTS,
manufactors High and Low Pressure Steam Engine
for Land, River, and Marine Bervice.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Rocof for Gas Work, Workshops, and
Rallroad Stations, etc.
Retorts and Gas Machinery, of the latest and most
improved construction.

improved construction.

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

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

MERRICK & SONS

SOUTHWARK FOUNDRY, WILLIAM WRIGHT'S PATENT VARIABLE CUT OFF STEAM-ENGINE,

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE.

Patented June, 1863.

DAVID JOY'S PATENT VALVELESS STEAM HAMMER, : D. M. WESTON'S

PATENT SELF-CENTERING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR, For Cotton or Woollen Manufacturers, 710mw