CITY COUNCILS.

The regular stated meeting of both branches of Councils was held yesterday afternoon.

Select Branch.—From Mayor Fox was received a message inclosing the report to himself of the operations of the Harbor Police for the year 1868. The report states the number of people drowned, the number rescued from such fate, and the number prevented from death by drowning, either by accident or suicide, during the past year.

The Mayor appends to the report of the lieutenant a foot-note as thus: "I deemed it my official duty to examine the number of these casualties, and to direct the rendering of the above report. The result exhibits a serious degree of magnitude in the form of accident, and induces me to call the attention of Councils to a fact which otherwise might have passed unheeded. * * * * The report shows that 117 persons have been prevented from walking or falling from the docks; that 61 were rescued from the water after they had fallen or plunged into it; and that in the same short period forty-five drowned bodies have been recovered from the water."

The Mayor infers that most of these deaths were the result of accident, and not of suicide. He thinks that the number of gaslights along the wharves should be increased. He suggests that proper guards should be placed in the front of the slips and docks, in order that people returning from convivial parties should not undertake to run in their own persons an opposition to the various constituted lines that cross our ferries. All the way between Mead alley and Poplar street but forty-nine street lamps shed any light upon the water of the Delaware.

A petition was received from a private in the United States volunteers, named August Rockett, asking for bounty that he was entitled to, but didn't get.

A note was received, through Mr. Bumm, from the Board of Port Wardens, asking for a consultation. The Board want a committee of their body to meet a committee of City Councils, to confer relative to the collection of fees from vessels arriving at this port.

For a better supply of water in the Twentieth ward, a numerously signed petition was presented. All these were referred.

Mr. Franciscus, of the Committee on Railroads, reported relative to the proposed movement to remove the rails used by burden cars in north Broad street. The committee report their inability to discern any valid reason why the request of the people, desiring a prolongation of the present blockade of the streets to general improvement, should be perpetuated.

A resolution to discharge the committee from any further consideration of the subject was agreed to.

Mr. Cattell, of the Committee on Railroads, reported an ordinance authorizing the Germantown Passenger Railway Company to melt the ice that forms upon their suburban track north of Germantown avenue and Diamond streets by the use of salt.

This was passed, in view of the inexorable necessity for the movement, by a vote of 18 yeas to the negative votes of Messrs. Duffy and Franciscus.

Mr. Jones reported from Committee on Law, an ordinance requesting the Legislature to appoint a commission to open with New Jersey the necessary negotiations that shall give Petty's island into the jurisdiction of Pennsylvania. [The idea is to convert the place into a home for people needing the discipline of a house of correction.—Rep.]

A motion to postpone was lost—yeas 10, nays 13.

The resolution passed.

Mr. Jones submitted a resolution requesting the Board of Revision to inform Councils as to the amount of property exempt from taxation in the rural wards of the city, and the amount lost to the corporation thereby.

Mr. Fox reported the condition of the city treasury as thus:

Cash balance January 1,	$1,469,755 36
Cash received during the month,	708,334 56
	$2,178,089 91
Payments during the month,	1,358,018 41
Balance,	$820,071 50
Appropriated thus:	
For payment of interest on city loan,	$140,207 12
For payment of sinking fund securities,	181,075 14
For payment of registered and special warrants,	498,789 24
	$820,071 50

John Kelly was now confirmed in his appointment by Mayor Fox as lieutenant of police in the Thirteenth district.

As Chief Clerk to the Receiver of Taxes, Dennis F. Daily was now confirmed on recommendation by the Committee of Finance.

The appointments by the City Controller were also confirmed.

The committee of conference relative to the appropriation to the school board struck out the item of $50 to each section for philosophical apparatus; made the item for stoves $200, instead of $300; $300, instead of $400, for school furniture, and $3000, instead of $5000, for rent of buildings additional to those now held or leased. As thus arranged the report was adopted.

The appointment of certain solicitors for the Girard estate, in Schuylkill, Columbia, and other counties, was confirmed.

Mr. Franciscus offered a resolution directing the Committee on Railroads to report a bill to remove the city railroad burden tracks in Market street, east of Fifteenth. Referred to the Committee on Railroads.

Mr. King introduced an ordinance appropriating $550 for necessary fixtures to the office of the Receiver of Taxes. Referred to the Committee on Finance.

The ordinance appropriating $32,000 to build a new school-house near Seventeenth and Christian streets, came up on second reading. It was so amended that the amount was cut down to $25,500. In this shape it passed.

The resolution from Common Council asking the State authorities not to pass a bill to authorize the laying of railroad tracks in Twelfth and Sixteenth streets was concurred in.

So, also, one suspending, for irregularity of conduct, the Niagara Hose and Franklin Engine Companies; also, the resolution relative to the mercantile tax (see Common Council report); also, the resolution instructing the committee on the reorganization of the Fire Department.

A resolution of Common Council relative to the distribution of the new city digest was passed.

Also, an ordinance appropriating $192 20 to Jos. D. Maull, as payment for building a sewer in Eighth street, between Reed and Tasker.

One directing the Committee on Law to report an ordinance requiring clerks of the departments to take oath or affirmation to discharge their duties with fidelity, &c., was referred to the Committee on Law.

A resolution to compel several passenger railroads to make a connection between the sewer in Walnut street, between Fourth and Fifth, to drain their tracks, was indefinitely postponed.

The ordinance to locate the statue of Washington, the gift of the public school children in Philadelphia, in front of Independence Hall, was passed.

A resolution to authorize the opening of Mifflin street and Montgomery avenue was passed.

This was the extent of the legislation of the day. Adjourned.

Common Branch.—General Louis Wagner in the chair.

Resolutions were offered declaring the bill passed by the Legislature on Wednesday, to charter the Twelfth and Sixteenth street Passenger Railway Company, inexpedient, and not wanted by the people of this city, and requesting the Governor not to sign the same. A motion to lay on the table was lost by a vote of yeas 1, nays 33. The resolutions were then agreed to.

The usual batch of petitions, communications, &c., were received and appropriately referred.

A resolution was offered to authorize the Commissioner of Highways to annul the contract with George Graham for paving Girard avenue, in the Twentieth ward. Referred to Committee on Highways.

A report was received from the committee of conference on the amendments to the School Appropriation bill, making sundry recommendations in detail. Adopted.

An ordinance was reported by Mr. Shoemaker, from the Finance Committee, and passed, appropriating $500 additional to the City Commissioners.

The sureties of the Receiver of Taxes for the Twenty-third ward were approved.

Mr. Shoemaker offered a resolution requesting the Trustees of the Fire Association of Philadelphia to communicate to Councils whether such Association will contract with the city for the extinguishment of all fires occurring within the city limits, and if so upon what terms. Referred to Committee on Fire and Trusts.

A resolution was agreed to authorizing the erection of telegraph wires on Gray's Ferry road.

A resolution was passed suspending the Niagara Hose and Franklin Fire-engine Companies for thirty days.

Mr. Hetzell offered an ordinance to reorganize the Highway Department, making reductions in the number of the Commissioners.

Mr. Bardsley, from the Committee on Surveys, reported a resolution authorizing the Park Commissioners to regulate the plans of the Twenty-fourth ward where interfered with by the location of Fairmount Park. Agreed to.

Several other unimportant resolutions were reported from the same committee, and agreed to.

An ordinance was reported from the same committee, and passed, changing the rate of assessment for the construction of sewers from $1 25 to $1 50 per lineal foot.

A message was received from his Honor, the Mayor, announcing that he had approved certain bills.

Mr. Bardsley, from the Committee on Surveys, reported an ordinance authorizing the appointment of an assistant engineer for the Department of Surveys, at an annual salary of $2000. Postponed for the present.

Mr. Ray, from the Committee on Highways, reported a resolution instructing the City Solicitor to apply for a jury to assess damages caused by the opening of Montgomery avenue. Agreed to.

Also, an ordinance providing for the erection of a statue of Washington in front of Independence Hall. Agreed to.

Also, a resolution to open Mifflin street and Montgomery avenue. Agreed to.

Also, one requesting the City Controller to sign the warrant of James Sharp for macadamizing certain streets. Agreed to.

Also, one to grade Martha street, in the Nineteenth ward. Agreed to.

Also, an ordinance to establish the salary of the assistant miscellaneous clerk in the Department of Highways at $1000. Agreed to.

Mr. Ray offered a resolution relative to the railroad tracks on Broad street, which was referred.

An ordinance was offered to repeal the ordinance relative to Fire Department badges. Referred to the Committee on Fire and Trusts.

Mr. Stewart offered a resolution providing for the gravelling of parts of Broad street. Referred.

Mr. Shoemaker offered a resolution requesting the Legislature to transfer to the city of Philadelphia the revenue derived from the licenses of taverns, etc., and the taxation of mercantile travellers. Agreed to.

Mr. Hetzell offered a resolution directing the Committee on Fire and Trusts to inquire into the expediency of reducing the number of fire companies by making consolidations. Agreed to.

Mr. Evans offered a resolution, directing the President of the Commission on Public Buildings to submit to Common Council their plans relative to the location, size, &c., of said buildings.

A motion to lay upon the table was lost—yeas 19, nays 30.

Mr. Hetzell moved to amend by including Select Council.

Pending discussion upon this amendment, Select Council met Common Council in joint convention, for the election of the heads of departments.

The following were elected:

For Chief Commissioner of Highways—Mahlon H. Dickinson.

For Commissioners of Highways—Hiram Horter, James Work.

For Commissioner of Markets and City Property—Jonathan R. Pugh.

For Chief Engineer of the Water-works—Frederic Graff.

For Superintendent of Girard Estate—Charles S. Smith.

For Agent of Girard Estate—Samuel S. Cavin.

For Superintendent of Trusts—Charles Owen.

The convention then adjourned, and Common Council resumed the business pending.

After considerable debate the amendment was lost by a vote of 23 to 28. The resolution was then agreed to.

The following from Select Council were considered:

A resolution of request to the Legislature relative to the jurisdiction over Petty's island. Concurred in.

A resolution discharging the Committee on Railroads from the further consideration of the petition of merchants and others against the removal of the railroad tracks from Broad street.

Mr. Hanna thought the petitioners had not been treated with proper courtesy, inasmuch as they had been given no fair hearing before the committee.

Mr. Shoemaker was willing to indulge these merchants as far as could be done without loss to the interests of the city, but inclined to the opinion that such interests now demanded the removal of the tracks. Concurred in.

An ordinance was introduced allowing the Germantown Railway Company to salt their track. A motion to indefinitely postpone was lost—yeas 9, nays 37.

Several amendments were voted down, when a vote was taken upon the bill, which resulted, yeas 25, nays 7.

Pending the vote upon the title the hour of seven arrived, and the Chamber adjourned.

The Railroad Nuisance on Broad Street.

To the Editor of The Evening Telegraph:

As a citizen of Philadelphia, and a tax-payer, I have read with great interest your remarks in regard to the efforts now being made by a handful of commission merchants to keep the railroad tracks down in Broad street, and thereby maintain a nuisance which is daily felt by almost every citizen of Philadelphia. Have they not had sufficient notice to secure other places in which to transact their business, which, for a city like ours, is a very small one, but must we be compelled to give up all our privileges to a few designing men? No one can go along Broad street, from Market to Wallace, after dark, except at the risk of their lives, in consequence of large freight cars reaching across the sidewalk in front of almost every storehouse. Pedestrians are either compelled to take to the cobble-stones in the street, or else take some other street to walk in. Every effort is made to accommodate the trade on the west side of the river, giving better accommodations in every way. There commodious storehouses will and can be provided. There is no accommodation in Broad street for business. There is not a single storehouse worthy of the name in it. They are, at best, miserable, dilapidated old structures, hardly fit to do business in at all, and only used for their present purpose because those doing business there have not sufficient public spirit to go elsewhere and provide suitable places for their business to be transacted in. Shall the most beautiful street in any city in the Union, improved as Broad street is being improved, be any longer kept back by such paltry excuses! I hope not, nor do I believe that anybody in the community, save the few petitioners for what they think is for their own interest, but what are in favor of the clearing out of the street at once.

What has been the effect of the removal of the tracks in South Broad street? Hundreds of thousands of dollars have already been invested there by sharp and shrewd business men, who well know they will soon be amply repaid for their investment. A lot of ground which but a few months before the rails were taken up, running from Thirteenth to Broad street, was purchased by a business firm in our city for one hundred and one thousand dollars. A few weeks ago the Broad street front alone was sold for one hundred thousand dollars, leaving more than two-thirds of the lot to the original purchasers for one thousand dollars. This is but one of many cases. Let the street once be cleared of the nuisances, and property will rapidly advance, long lines of elegant dwellings will adorn the streets, the revenue of the city will be greatly increased, we shall have for miles one of the most beautiful and attractive drives on one of the most beautiful avenues in the world. Strangers from all parts of the country will be attracted, and it will give to our city the name of being not only one of the most beautiful in the land, but will make it a most attractive point for strangers to sojourn in. I hope our municipal authorities will turn a deaf ear to every effort to continue the nuisance, and in lieu thereof have such a force of men in the street on the first day of April that very soon the railroad nuisance will be one of the things of the past.

I would suggest that petitions should be placed in prominent places, so that our citizens may have the opportunity of letting their representatives know that nine-tenths of the community have borne this evil as long as they intend to do. I hope, Mr. Editor, you will keep this matter before the people, and in doing so I feel assured the law will be put in force on the 1st of April.

BROAD STREET IMPROVEMENT.

THE FEMININE REGIME.

Mrs. Swisshelm gives a specimen of the coming style of political discussion when women shall have become politicians and voters and candidates for office, and shall take part in the public discussion of each other's merits. A Washington letter to the Missouri *Democrat* stated how she had pursued Vinnie Ream. In justification, Mrs. Swisshelm writes to the *Democrat* that

"When she (V. R.) placed herself in the position of a public pensioner she may not plead privacy to shield her designs and character from the scrutiny of the public whose money she pockets; and for her sake I regret that the facts I then stated have never been contradicted, and that my predictions have been fully verified. If they had not been before, they would be now, in her openly placing herself outside the pale of woman's sympathy."

To which she adds this proverb, to launch which is meant to be a fatal shaft against a woman:—

"I have been young, and now I am old, yet have I never seen a virtuous woman forsaken by her own sex, or her laudable efforts asking in vain for woman's sympathy."

The meaning of all this is, that if a woman who imagines she has a genius for sculpture gets a contract from Government for a work, it makes her virtue, that is, her chastity, a subject for "the scrutiny of the public whose money she pockets." And scrutiny means, in this case, to suspect and accuse. In the question of woman suffrage, it is necessary to consider the fearful disadvantage women will labor under in any competition with men in political affairs from their vulnerability to slander in the matter of chastity, and from the disposition of their own sex to use this poisoned weapon against them; for although Mrs. Swisshelm is distinguished above all other women who have come before the public as writers or speakers for license of the pen, yet there may be many others who have the same qualities in a lesser degree; and the prospect seems to leave but this alternative, either that women will have to keep out of political competition with men or with each other in order to avoid a bad name, and thus only the hardened will enter the strife, or that this slander will become so common that it will cease to be regarded, and thus the moral tone of society will be lowered to toleration of the name, which will be very like a toleration of the thing. Many years ago Mrs. Swisshelm achieved a notoriety in the public press by a habit of writing sharp and rough things of persons. Stimulated by this fame, she made greater attempts. Finding that attacks upon private character were regarded as the spiciest things for the press, and had the greatest circulation, she made this a specialty. She became a kind of she Thersites of the press. She talks of virtue, but the fact of mere bodily chastity is of little worth where there is such foulness of mental habit. In her coarseness she seems unaware that in the eye of justice there is no worse loss of virtue than that which is exhibited by uttering an unfounded insinuation against the chastity of another woman. She speaks of having grown old. It is time for her to mend her manners, so that she may gain that respect which should accompany old age.

Mrs. Swisshelm goes on to justify her reviling of Mrs. Sprague during the impeachment trial. She says:—

"My statements about Mrs. Sprague were made when her name was in every newspaper as the head and front of the opposition to impeachment, and when the etiquette of the press made her a legitimate subject of public comment. When any one seriously attempts to deny anything I have published, it is time enough for me to prove it."

Deny! When did denial help a calumniated woman? The Swisshelms know that when they inject their venom there is no cure. Like the venomous snake, it is their nature to strike to kill. What an exquisitely feminine view of the liability of women if they meddle with public affairs, and of the etiquette of the press, and the range of legitimate public discussion, is this which holds that if it is reported that a woman is exercising any influence in a public question, her character is immediately to be "scrutinized" after the Swisshelm manner! And what a high moral ground is this which assumes that if a slander be not denied it is justified!—*Cincinnati Gazette.*

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,
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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 Merchantville, 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, 8·20 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 VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
4 29 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..........8·50 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..........6·25 P. M.
" " Williamsport..........7·50 A. M.
" arrives at Philadelphia..........4·20 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH. ALFRED L. TYLER,
1 1¶ 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 above Walnut street, daily.
Freight Delivered No. 228 South Delaware avenue
WILLIAM J. SEWELL,
8 2 Superintendent.

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 at 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.; arrives 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 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train 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 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 way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 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 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 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 9 A. M. and 5 and 8 P. M., passing Reading at 1 05 A. M., and 1·30 and 10 19 P. M., and connecting 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., and 10 50 P. M., passing Reading at 5·44 and 7·31 A. M., and 12·50 P. M., and arriving at New York at 11 A. M. and 12·20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A 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 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·45 and 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 noon 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 one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.

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 fares, 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.

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.

ELLIS CLARK, Agent.

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, 7·15 A. M., 11 A. M., 2 30 P. M., 4·15 P. M., 4·50 P. M., 6·15 and 11·30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street at 6 25 A. M., 7 45 A. M., 8·00 A. M., 10·45 A. M., 1·55 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 station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7 45 A. M., and going West will take the train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

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

ON SUNDAYS,

Leave Philadelphia at 8 30 A. M. and 2·00 P. M.

Leave West Chester at 7·55 A. M. and 4·00 P. M.

Trains leaving Philadelphia at 7·45 A. M. and 4·50 P. M., and leaving West Chester at 8 00 A. M. and 4·50 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.

AUCTION SALES

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

SALE OF REAL ESTATE AND STOCKS, February 16 at 12 o'clock, noon, at the Exchange, will include—

PHILADELPHIA AND READING RAILROAD AND KENSINGTON AVENUE, S.E. corner—Valuable Coal Yard.

PHILADELPHIA AND READING RAILROAD AND KENSINGTON AVENUE, S. W. corner—Large and Valuable Lot.

FRANKFORD ROAD AND COLUMBIA AVENUE—N. W. corner—Valuable Store.

DELAWARE COUNTY, on Baltimore Central Railroad—Fire brick and Kaolin Works, and Valuable Farm 110 acres.

PACKER, CURTIN, MEADOW, ASH, BEAVER, First Ward—Valuable Farm, 98¾ acres.

BEACH, Nos. 1067 and 1069—Brick Dwellings.

MAIN, CHESNUT HILL—Stone Residence, Coach House and Large Lot.

RIDGE AVENUE—Nos. 1317 and 1319—Valuable Stores

FRONT (South), Nos. 807—Hotel and Dwelling.

SECOND (South), No. 110—Store and Dwelling.

GASKILL, Nos. 301 and 303—Four-story Brick Dwellings.

GROUND RENT—$ 00 a year.

TIOGA, ONTARIO, CLINTON AND HOWARD STREETS, Coopersville, Twenty-fifth Ward—Large Lot.

ANN, Twenty-fifth Ward—Four Brick and Frame Dwellings.

5 shares Western National Bank.
15 shares Fourth National Bank
8 shares West Chester and Philadelphia Railroad.
25 shares Union Passenger Railway Co
150 shares Germantown Passenger Railway Co.
100 shares Pacific and Atlantic Telegraph.
Pew No. 110, St. Luke's Church.
200 shares Mingo Oil Co.
500 shares The Dalzell Petroleum Co.
500 shares Worden Farm Oil Co.
1000 shares Rockland Petroleum Co.
50 shares Buck Mountain Coal Co.
25 shares Union Mutual Insurance Co.
12 shares Consolidation National Bank.
20 shares Seventh National Bank.
10 shares Girard National Bank.
$1000 Steubenville and Indiana Railroad, First Mortgage.
50 shares First National Bank, Philadelphia.
100 shares Morris Canal and Banking Company (preferred).
16 shares Girard Life Insurance and Trust Co.
50 shares Little Schuylkill Nav. and Railroad Co.
$7000 Delaware, Raritan and Camden and Amboy Railroad Bonds, 1875.
$1000 Philadelphia and Reading Railroad 6 per cent. Bonds.
160 shares Philadelphia National Bank.
30 shares Bank of North America.
50 shares Western National Bank.
101 shares Commercial National Bank.
60 shares Philadelphia, Germantown and Norristown Railroad.
20 shares Chesapeake and Del. Canal Co. 2 12 3t

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

SALE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, TRAVELLING BAGS, ETC.

On Tuesday Morning.

Feb. 16, at 10 o'clock, on four months' credit, [2 10 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

On Thursday Morning.

Feb. 18, at 10 o'clock, on four months' credit. 2 12 5t

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 2¶

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

SALE OF 1000 CASES BOOTS, SHOES, BALMORALS, ETC.

On Monday.

Feb. 15, at 10 A. M. will be sold a large assortment of boots, shoes, etc. Also a large line of city-made goods.

N. B.—Sale every Monday and Thursday. [2 11 3t

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

Sale at No. 1819 Camac street.

HOUSEHOLD FURNITURE, ETC.

On Saturday Morning.

At 10 o'clock, at No. 1819 Camac street (Camac street is between Twelfth and Thirteenth streets), will be sold, the furniture of a family declining housekeeping, comprising walnut and mahogany parlor and chamber furniture; beds; mattresses; ingrain and Venitian carpets; china; glassware; kitchen furniture, etc. 2 11 2t

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

VALUABLE PRIVATE LIBRARY.

On Monday Evening,

15th instant, at 7 o'clock, at the Auction Rooms, valuable private library, including Cooper's and Waverley Novels, etc. 2 12 2t

KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. [1 2¶

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

NEW YORK.

ADRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY, CHURCH, 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 111 BROADWAY,

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' SNUG HARBOR," which have always been considered as most favorable to the lessee. The advantage of holding long leases on property in the business portion of the city is demonstrated by the large bonus which has been paid for those made by the "Sailors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an opportunity that in all probability will never again occur for procuring 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

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

Descriptive lists sent by mail if desired. [1 27 17t

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3 15, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 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 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 7, and 10¾ P. M.
Leave Germantown at 8·15 A. M., 1, 6, and 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chestnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6 40, 8·40, and 10 40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 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, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6 05, and 11½ P. M.
Leave Norristown at 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2½ and 7¼ P. M.
Leave Norristown at 7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M.; 1½, 3, 4½, 5½, 6¼, 8 05, and 11½ P. M.
Leave Manayunk at 6·10, 7½, 8 20, 9½, and 11½ A. M.; 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2½ and 7½ P. M.
Leave Manayunk at 7½ A. M.; 6 and 9½ P. M.
W. S. WILSON, General Superintendent.
Depot, Ninth and Green streets.