Education in the South.

ENCOURAGING ACCOUNTS FROM TENNESSEE.

Professor J. H. Barnum, of Memphis, writes to Colonel Thompson, Assistant Commissioner of the Freedmen's Bureau, under date of the 3d instant, that, in the course of a recent tour through West Tennessee, he found a "greatly improved and very hopeful state of feeling upon the subject of free schools, and, in fact, upon all subjects connected with progress. Some who, one year ago, refused to have anything to do with free schools, and even would not give information in reference to the scholastic population, now are ready to apply for a situation as teacher for their friends. The better class of citizens generally are taking hold to carry out the school law in good faith, and had it not been for the unfortunate decision of the Supreme Court, on the 19th ult., Tennessee would have boasted of as fine a school system, and of one working as well, as any in this country. This decision (which denies the power of civil districts to tax themselves for school purposes, as the fourteenth section of the amended law provides), strikes a very severe and damaging blow to the whole system."

He adds:—

"We are not able to see a practical remedy, and hence graded schools in small towns, which schools are the head and life of any free-school system, will have to give place to the numerous inefficient and expensive pay-schools a few years longer. This will be a great disappointment to a large number of places where they were just ready to start off with good graded free-schools.

"I have also, during the month, made some investigations in regard to the educational wants of the colored people in West Tennessee, and the provision made for their supply.

"In the city of Memphis there are three thousand six hundred and ninety-four pupils, and during the month of January there were, in the public and private schools of the city, one thousand eight hundred and thirty-nine pupils enrolled, which is a larger per cent. of the colored pupils of the city in school than of the whites. This shows that the colored people will attend school where they have the opportunity.

"In all counties of this State west of the Tennessee river there are, without counting those in Memphis, a little over twenty-seven thousand colored youth enumerated. According to the best reports we can obtain, there were only three hundred of these pupils in school during the month of January. If we double the number reported, so as to allow for all in school, there will then be only one in forty-five of the scholastic population in school. This shows a destitution of the means and facilities of education that is truly appalling, and which should awaken in every patriotic and benevolent mind feelings of mingled alarm and p" '.

"The question very naturally arises, why does such a destitution exist under the provisions made by the State for both white and colored schools? The answer is, we have not the teachers. The people who own the property and control public sentiment have not heretofore encouraged free schools, even for white youth, and of course they would be opposed to colored schools, and this opposition to colored schools, and to the rights and privileges granted to the colored people, has prevented white persons who are qualified from teaching colored schools. Not enough even poorly qualified colored teachers can be found to supply the demand. The benevolent societies, who have sent so many teachers to the larger places, where intelligent white ladies could find places of safety and comparative comfort to board, cannot meet the great mass of the youth in these counties, because their teachers cannot find comfortable and safe places to board. If competent colored teachers could be found, one hundred could readily be employed in West Tennessee within the next few weeks. I know now of at least ten places where colored teachers could find employment at fair wages."

Kashgar and the Russian Frontier.

We are now daily receiving the most valuable additions to our knowledge of the political geography of Central Asia. Hardly has the British public realized the idea of a highroad practicable to camels, and even to wheeled carriages, crossing the Thibetan uplands from the plains of Tartary to the inner crest of the Himalayas, when information reaches us of equal importance regarding the physical features and political condition of the northern portion of the plateau which intervenes between Kashgar and the Russian frontier. This particular region, although especially interesting as the link between civilization and barbarism, has been hitherto—to British geographers at any rate—a veritable "terra incognita." The only routes across it available to research up to the present time have either traversed the plateau of Tartary due north from Yarkand to Aksú, and so on by the Chinese town of Kulja to Semipalatinsk, or have proceeded in a westerly direction from Yarkand by Kashgar to Khokan and Bokhara, thus avoiding the Russian frontier altogether. Now, however, thanks to the persevering industry of Mr. Robert Michell, we are furnished for the first time with an English translation of the journal of the Russianized Tartar, Valikhanoff, who in 1858 was sent in disguise from Fort Vernöe to Kashgar, and who, in company with a caravan, thus traversed on two different lines the whole extent of the "Syrt," an elevated table-land intersected with rivers and a few rocky, though not very lofty, ridges, which stretches from the southern crest of the Celestial Mountains to the confines of the great Central Desert. The distances in this quarter are not nearly as great as hiterto supposed, nor is the country by any means of a difficult or desolate character. The passes, indeed, are everywhere practicable to laden camels, and the valleys of the two great rivers, the Naryn of Jaxartes flowing to the west, and the Aksú flowing to the east, are filled throughout with encampments of wandering Kirghiz. From Fort Vernöe, the flourishing military colony of the Russian Government north of the Issyk-Kul Lake, to the town of Kashgar, the entire distance is under 400 miles; and it is understood that at the present time the Russian outposts have been advanced as far as the Khokandian fort of Kurtka on the Naryn, which is about half way between the two points. Indeed, during the last year Colonel Poltoratski pushed a reconnaissance in force as far as the Chadir-Kul Lake, which is little more than 100 miles from Kashgar; and it was this demonstration, regarded as a preliminary to direct invasion, which impelled the wavering Kush-Begi to send his brother on a mission of peace to St. Petersburg. Colonel Poltoratski's account of his discoveries in the valley of the Naryn and around the Chadir-Kul Lake are expected to be published almost immediately with the sanction of the Russian Government, and will form a valuable "pendant" to the Valikhanoff papers, which are being prepared for the press by M. Semenoff, the well-known president of the physical section of the Russian Geographical Society. In the meantime Mr. Mitchell's translation of Captain Valikhanoff's journal will, it is hoped, receive prominent consideration at the hands of Sir Roderick Murchison, pointing, as it does, to the inevitable and not very distant prospect of Russian and British officers hailing—be it for weal or woe—from their respective vedettes at Kashgar and Yarkand.—*Pall Mall Gazette.*

—Ohio is largely reducing its debt.

—Frost has injured the wheat in Alabama.

—A new Indiana law forbids minors playing billiards.

—Fall River claims to have 523,900 spindles now in operation.

—The Superior Court sitting at Willamantic, Conn., charges ten cents admission.

—The total cost of the Boston Post Office building and lot is estimated at $1,872,000.

—Boston expects her valuation this year to reach five hundred and fifty millions.

—The custom of ringing the curfew bell was revived in Dover, N. H., on the 23d ult.

—The Boston *Post* thinks it queer, from his dislike of bores, that Grant promoted Augur.

—The navy of the Sandwich Islands, it is said, consists of two fishing smacks and a raft.

—The Massachusetts House is considering a bill to punish loiterers about railway stations.

—Economical Canadians protest against building the Lieutenant-Governor a $100,000 house.

—The fall of St. John river, Florida, for a distance of three hundred miles, is only eighteen inches.

FIRE AND BURGLAR PROOF SAFE

CHAMPION SAFES!

PHILADELPHIA, January 18, 1869.

Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—On the night of the 13th inst., as is well known to the citizens of Philadelphia, our large and extensive store and valuable stock of merchandise, No. 902 Chesnut street was burned.

The fire was one of the most extensive and destructive that has visited our city for many years, the heat being so intense that even the marble cornice was almost obliterated.

We had, as you are aware, two of your valuable and well-known CHAMPION FIRE-PROOF SAFES; and nobly have they vindicated your well-known reputation as manufacturers of FIRE-PROOF SAFES, if anyfurther proof had been required.

They were subjected to the most intense heat, and it affords us much pleasure to inform you that after recovering them from the ruins, we found upon examination that our books, papers, and other valuables were all in perfect condition.

Yours, very respectfully,
JAS. E. CALDWELL & CO.

THE ONLY SAFES EXPOSED TO THE FIRE IN CALDWELL'S STORE WERE FARREL, HERRING & CO.

PHILADELPHIA, Jan. 18, 1869.

Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—On the night of the 13th instant our large store, S. W. corner of Ninth and Chesnut streets, was, together with our heavy stock of wall papers, entirely destroyed by fire.

We had one of your PATENT CHAMPION FIRE-PROOF SAFES, which contained our principal books and papers, and although it was exposed to the most intense heat for over 60 hours, we are happy to say it proved itself worthy of our recommendation. Our books and papers were all preserved. We cheerfully tender our testimonial to the many already published, in giving the HERRING SAFE the credit and confidence it justly merits.

Yours, very respectfully,
HOWELL & BROTHERS.

STILL ANOTHER.

PHILADELPHIA, Jan. 19, 1869.

Messrs. FARREL, HERRING & CO.,
No. 629 Chesnut street.

Gentlemen:—I had one of your make of safes in the basement of J. E. Caldwell & Co.'s store at the time of the great fire on the night of the 13th instant. It was removed from the ruins to-day, and on opening it I found all my books, papers, greenbacks, watches, and watch materials, etc., all preserved. I feel glad that I had one of your truly valuable safes, and shall want another of your make when I get located.

Yours, very respectfully,
F. L. KIRKPATRICK,
with J. E. Caldwell & Co.,
No. 819 Chesnut street.

FARREL, HERRING & CO.,

CHAMPION SAFES,

No. 629 CHESNUT Street,

21 tf PHILADELPHIA.

GREAT BARGAINS IN SAFES.

IN CONSEQUENCE OF ILL HEALTH I WILL SELL MY STOCK OF

SAFES, ETC.,

With Two Years' Unexpired Lease of Store,

No. 639 ARCH Street,

AND TWO VERY SUPERIOR DRAUGHT HORSES, WAGON, ETC., for cash or in exchange for desirable property.

Parties wishing to make such purchase will please call at my store between ten and three o'clock.

SAFES SELLING AT GREATLY REDUCED PRICES.

3 9 tuthsim M. C. SADLER, Agent.

C. L. MAISER
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES,
LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,
No. 434 RACE Street
3 8 2

RAILROAD LINES.

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

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom.....$1 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 8:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. 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.
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, 20 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 HIGETSTOWN RAILROADS.

FROM MARKET STREET FERRY, (Upper Side.)

At 7 and 10 A. M., 1:30, 3:30, and 5:30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Jewettville, 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, 10:20 A. M., 1:40, and 9:00 P. M.
Fast Line.....11:30 A. M.
Erie Express.....11:30 A. M.
Harrisburg Accommodation.....3:30 P. M.
Lancaster Accommodation.....4:00 P. M.
Parkesburg Train.....5:30 P. M.
Cincinnati Express.....8:00 P. M.
Erie Mail 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.....8:10 A. M.
Philadelphia Express.....8:10 A. M.
Paoli Accommodation.....8:50 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 25 General Superintendent Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 5, 6¼, 7, 8, 10, 11, 12 P. M.
Leave Germantown at 6, 6½, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8:20 down train, and 3¾ 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, 3¾, 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. M., 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., 1¼, 3, 4½, 5½, 6¾, 8:05, and 11½ P. M.
Leave Norristown at 5:40, 7, 7:50, 9, and 11 A. M., 1¼, 3, 4¾, 5¾, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¾ 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., 1¼, 3, 4½, 5½, 6¾, 8:05, and 11½ P. M.
Leave Manayunk at 6:10, 7¾, 8:20, 9½, and 11½ A. M., 2, 3½, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¾ and 7½ P. M.
Leave Manayunk at 7½ A. M., 1:45 and 9½ P. M.

W. S. WILSON, General Superintendent.
Depot, Ninth and Green streets.

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.....11:30 A. M.
" " Williamsport.....8:50 P. M.
" arrives at Erie.....10:30 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,
11 4 General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 5, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:30 P. M., 6:15 and 11:30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street at 6:20 A. M., 7:40 A. M., 8:00 A. M., 10:45 A. M., 1:55 P. M., 4:00 P. M., and 6:55 P. M.

Trains leave West Chester at 8:00 A. M., and leaving Philadelphia at 4:30 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 4:30 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 9:30 A. M. and 2:00 P. M.
Leave West Chester at 7:35 A. M. and 4:00 P. M.

Trains leaving Philadelphia at 7:45 A. M. and 4:30 P. M., and leaving West Chester at 8:00 A. M. and 4:00 P. M., connect at B. C Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

4 10 1 HENRY WOOD, General Sup't.

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 7:00 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 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 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 1:50 and 10:10 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 10:00 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:00 P. M., and arriving at New York at 11 A. M. and 12:20 and 3 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 11:00 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 6:25 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. Nicholls, 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, 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 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. 226 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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 8:20 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 11:30 A. 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 7:35 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. Cars can be 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.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.

From foot of MARKET Street (Upper Ferry), Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 8:15 P. M.

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

For Bridgeton, Salem, and way stations 8:15 A. M and 3:00 P. M.

For Woodbury at 8:15 A. M., 3:15, 5:30, and 6:00 P. M

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

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

Freight Delivered No. 228 South Delaware avenue

WILLIAM J. SEWELL,
9 3 Superintendent.

PROPOSALS.

U. S. ORDNANCE AGENCY,
Corner HOUSTON and GREENE Streets,
(Entrance on Greene; P. O. Box 811,)
NEW YORK, Feb. 18, 1869.

Sealed Proposals, in duplicate, will be received at this office until SATURDAY, March 27, 1869, at 12 M., for purchasing, in quantities, the following kinds of ORDNANCE STORES, now on hand at the different arsenals in the United States:—

CARTRIDGES

For Spencer's carbine...Cal.	50 and 52		Metallic primed.
For Fallard's do. ... "			
For Henry's do. ... "			
For Remington's do. ... "		44	
For Warner's do. ... "			
For Sharp's do. ... "		52	Linen.
For Starr's do. ... "		54	
U. S. musket cartridges, E ball..... "		54	
U. S. musket cartridges, E ball..... "		58	
Rifle musket cartridges, E ball..... "	69 and 71		Paper.
U. S. musket cartridges, round..... "		69	
U. S. musket cartridges, buck and ball..... "		69	
Colt's pistol cartridges.. "		44	
Colt's pistol cartridges.. "		41	
Smith's carbine cartridges, rubber and metal ..... "			
Burnside's carbine cartridges, metal..... "		38	

Parrott and Hotchkiss projectiles for all calibres of cannon; round shot, shells, canister and spherical case, for all calibres. Also, fixed ammunition for the same.

Musket percussion caps from broken-up ammunition.

The Ordnance Department reserves the right to reject all bids not deemed satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department.

Terms cash. Ten per cent. payable on the day of sale, and the remainder when the property is delivered. Twenty days will be allowed for the removal of stores.

Bidders will state explicitly the point or points where they will accept stores. Deliveries will only be made at the arsenals.

Samples can be seen at this office, or at any of the arsenals in the United States.

Proposals will be addressed to the undersigned, and endorsed "Proposals for purchasing Ordnance Stores." For further information apply to the undersigned.

S. CRISPIN,
Brevet Colonel U. S. A.,
3 1 Major of Ordnance.

GOVERNMENT SALES.

AUCTION SALE OF GOVERNMENT PROPERTY.

DEPOT QUARTERMASTER'S OFFICE,
PHILADELPHIA, PA., March 17, 1869.

Will be sold at public auction, at SCHUYLKILL ARSENAL, Philadelphia, Pa., at 10 o'clock A.M., on THURSDAY, April 1, 1869, the following articles of clothing, *new*, but rated unsuitable for issue to troops, viz.:—

3,147 pairs Pegged Boots.
19,639 pairs Pegged Bootees.
25,700 grey Flannel Shirts.

And the following articles of Clothing and Equipage, unserviceable:—

4550 Blankets.
852 Coats, privates'.
31 Great Coats, lined.
1249 Sack Coats, lined.
48 " " unlined.
681 Canteens, complete.
254 Jackets, privates'.
738 Flannel and Knit Shirts.
381 pairs Stockings.
3701 pairs Trowsers, mounted.
2127 pairs " foot

Also, at the same time and place, a large quantity of old rope, tent cuttings, burlaps, petroleum paper, cotton cuttings, old packing boxes, and other articles of clothing and equipage.

Terms—Cash in Government funds. Cash at time of purchase for all sales below $25. A deposit of 25 per cent. will be required on all sums above that amount.

Catalogues of the property to be sold will be furnished upon application to this office.

H. M. ENOS,
Brevet Colonel and A. Q. M. U. S. A.,
3 18 10t Depot Quartermaster.

ST. LOUIS ARSENAL, ST. LOUIS, MO., FEBRUARY 23, 1869.

PUBLIC SALE OF CONDEMNED ORDNANCE AND ORDNANCE STORES.—Will be offered for sale, at public auction, at the St. Louis Arsenal, St. Louis, Mo., commencing on MONDAY, the 12th day of April, 1869, at 10 o'clock A. M., a large amount of condemned Ordnance and Ordnance Stores, etc., consisting in part of the following articles, viz.:—

51 cast iron field guns, with carriages and implements.
199 cast iron guns, various, total weight about 530 tons.
480 tons cannon balls, 6 to 42 pounds.
80 artillery carriages, various.
600 sets artillery wheel harness, for two horses.
4,300 sporting rifles and shot guns, various.
10,238 carbines and rifles, various.
14,411 sabres and swords, various.
123,000 cartridge boxes, various.
15,000 cavalry saddles, various.
3,000 artillery saddles, various.
23,190 curb bridles, various.
10,000 watering bridles, various.
15,000 halters, various.
14,480 leather traces, various.
401,085 pounds of cannon powder.
828,450 pounds of mortar powder.
777,689 pounds of musket powder.
18,200 pounds of rifle powder.
159,840 pounds of damaged powder.
90,834,000 musket and pistol percussion caps.
Wrought and cast iron scrap, etc. etc.

Persons desiring catalogues of the stores to be sold can obtain them by application to the Chief of Ordnance, at Washington, D. C.; of Brevet Colonel S. Crispin, U. S. A., purchasing agent, corner of Houston and Greene streets, New York, or upon application at this arsenal.

F. D. CALLENDER,
Lieut.-Col. of Ord. and Bt. Brig.-Gen. U. S. A.,
3 1 Commanding.

GOVERNMENT SALE.

Will be sold at Public Auction, by H. B. SMITHSON, Auctioneer, at Allegheny Arsenal, Pittsburg, Pa., commencing at 10 o'clock A. M., Wednesday, March 24, 1869, the following articles, viz.:—

28 Cast Iron Cannon.
16,394 Solid Shot (round).
2,829 Stands of Grape and Carcasses.
3,827 Carbines, new, repaired, rusty, etc.
3,127 U. S. Rifles, Cal. 54 and 58, repaired, rusty, etc.
4,377 Enfield Muskets, repaired.
4,319 Foreign Muskets and Rifles, rusty, etc.
3,130 U. S. Muskets, Cal. 69, rusty, etc.
2,279 Pistols and Revolvers, new, repaired, and rusty.
4,000 Sets of Infantry Accoutr