## LITERATURE.

REVIEW OF NEW BOOKS.

THE HISTORY AND PHILOSOPHY OF MARRIAGE; OR, POLYGAMY AND MONOGAMY COMPARED, by "A Christian Philanthropist." Published by James Campbell, Boston. Philadelphia agents, Claxton, Remsen & Haffelfinger.

This little work is worthy of notice as the most able and candid argument in favor of polygamy that has appeared, certainly in modern times: and, so far as we are aware, it stands alone as an argument in favor of a plurality of wives from a Christian standpoint. The writer tells us that he is a New Englander, educated in the straightest sect of the Puritans, and taught to esteem monogamy as the corner-stone of our modern social system and as one of the surest conservators of Christianity. He was led to change his views by travel in various countries and intercourse with various people. He found that polygamy was nowhere forbidden in either the Old or the New Testament, but that, on the contrary, there were many passages that seemed to rountenance it, and he also found that missionaries laboring among the heathen were accustomed to take a broader view of the subject than is common in civilized countries, and to permit a plurality of wives among their converts when it appeared expedient for them to do so. He therefore was induced to study the matter more closely than is common, and in this work he gives the result of his investigations, and comes to the conclusion that polygamy is not only proper, but that it would obviate many of the evils that modern society is afflicted with. The subject is treated with a candor and evident integrity that entitle the author to a respectful consideration, and it is well that intelligent people should hear all that is to be said on both sides of this great subject.

We do not find the arguments advanced in favor of polygamy at all conclusive, and the best that can be said for it is that it is neither expedient nor politic in any other than the most primitive stages of society. Polygamy becomes abhorrent when women are raised in the social sphere to their proper position; and it can only exist where the sex is ignorant and in a state of servitude, as it is in most of the Oriental countries. The work before us will not be likely to convert many to the peculiar views of the author, but it is worthy of the perusal of those who desire to know all sides of a great subject.

MAN IN GENESIS AND GEOLOGY. By Rev. Joseph P. Thompson, D. D., LL. D. Published by Samuel R. Wells, New York.

The author of this work is well known as the pastor of the Broadway Tabernacle Church in New York, and he has an excellent reputation as a Biblical scholar. The revelations made by geologists as to the actual formation of the earth and the mode of creation have sorely troubled the theologians, who first denied the facts, and when denial could no longer avail, they have accepted them with reluctance, and endeavored to explain them in such a manner as to jar as little as possible npon the sensibilities of those who accept the Scriptures as a guide. Most of the theological attempts to reconcile Genesis and geology have been specimens of special pleading rather than sound argument. The Scripture students refused too persistently to look at the subject from any but one point of view, and they have been entirely unable to keep pace with the march of science. It is perhaps just as well that there should be this reluctance on the part of theologians to accept new scientific ideas until they have been fully demonstrated, and the conservatism of the clergy has been a valuable check upon the disposition too often evinced by scientific investigators to jump at conclusions and to overturn old opinions for insufficient reasons.

Dr. Thompson, like most of his predecessors in the same field, has a pet theory upon which he bases his argument, and he is only partially successful in the object he has in view. He displays a thorough knowledge of the scriptural side of his subject, and also of the theories of Darwin, Owen, Huxley, Lyell, Vogt, and others, and his work gives a review of the whole question in a compact and readable shape.

-From J. B. Lippincott & Co. we have received "Aspects of Humanity," a little work of fifty-four pages, which has proved entirely too hard a nut for us to crack. Seventeen pages are devoted to a greeting "to students," prefatory remarks which we suppose are intended to explain the object of the work, and a postscript setting forth the further views of the author. Nineteen pages give us "Aspects of Humanity" in a series of verses, the purport of which we are ntterly unable to understand, and which appear the merest doggerel, and the balance of the book is taken up with an appendix of lilustrative excerpts from various writers. Besides this, we are furnished with a supplementary "advertisement" apologizing to the periodical press for previous neglect on the part of the author, and some six pages explanatory for the special benefit of "literary and miscellaneous journalists"-from all of which it is presumed that the writer has a high opinion of the value of his work, and is determined to give all the aid in his power towards making its inner meaning clear. It probably does mean something; but life is short, and we have not the time, even if we had the inclination, to study it out, unless we have some assurance that the results will repay us for the trouble.

The same house sends us "A Compendious German Grammar," by William D. Whitney. Published by Leypoldt & Holt. The author of this text-book is well known as the Professor of Sanskrit and instructor in Modern Languages in Yale College, and the work before us is the result of his experiences as to the necessities of German students in schools and colleges. Professor Whitney acknowledges the merits of

and colleges where the study of language is conducted for the purpose of intellectual training. In this grammar the principles of the German tongue are set forth in a clear and explicit manner, and the points which demand the special attention of the student are distinguished by being printed in large type. The work is in many respects the best we have seen, and it will be found an excellent and reliable aid to all who are engaged in the study of German.

-We are indebted to Hon, Edward Mc-Pherson for "A Political Manual for 1869." This is a regular supplement to the manuals compiled by Mr. McPherson for the years 1866, 1867, and 1868, and it gives a complete record of political events and documents from July 15, 1868, to July 15, 1869. These manuals compiled by Mr. McPherson are the most valuable works of their class published, the position of the author as Clerk of the House of Representatives giving him unusual facilities for obtaining the necessary information. The work gives the votes in Congress during the struggle which resulted in the passage of the fifteenth amendment to the Constitution, with the various votes upon it in the State Legislatures, showing the present state of its ratification; the additional legislation on Reconstruction, with the Executive and military action under it; the conflict on the Tenure-of-Office act and the Publie Credit act; the votes upon the payment of United States Bonds, Female Suffrage, Minority Representation, Counting the Electoral Votes, etc.; the Message of the late President, and the condemnatory vote of Congress upon it; the Inaugural Address, Message, and Proclamations of President Grant; the Decisions of the Supreme Court of the United States in the Texas and McArdle Cases, on the Legal-Tender act and the Taxing Power of the States as to travellers passing through them, and as to United States certificates and notes; the Opinions of Judges Chase and Underwood in the Cæsar Griffin case: the Opinion of Attorney-General Hoar on Military Commissions; and a General Political Miscellany containing a great variety of information. Published by Philip & Solomons, Washington, and for sale by the New York Tribune Association.

-There is war to the knife between the publishing houses of Fields, Osgood & Co. and Harper Brothers. Each is determined to kill off the other by the publication of rival editions, and although we should imagine that the quarrel was anything but agreeable to the contending parties, the public are enjoying the benefit in the shape of cheap books. Messrs. Fields, Osgood & Co. are engaged in the publication of a "Household" edition of George Eliot's works, with the author's sanction. This Harper & Brothers consider a trespass upon their preserves, and they have consequently followed suit with an edition similar in style to that of the Boston house, but at the price of 75 cents against \$1, the price per volume charged by their rivals. Messrs. Fields, Osgood & Co. have rather got the start, and from Turner Brothers & Co. we have received "Felix Holt," the fourth of their series: while Claxton, Remsen & Haffelfinger send us "Adam Bede," the first of the five volumes which Harper & Brothers offer for the acceptance of the public. The Boston edition is printed on fine paper, and has a rather neater appearance, but the New York edition is in larger type, and it is illustrated by transfers from the original English engravings. There is not a great deal of choice between the two, and we are afraid that the admirers of George Eliot are not sufficiently numerous for either house to make much money by their ventures. This, however, is none of our business, and we are only too much pleased to see such books issued at reasonable rates, to find fault with the warring publishers for trying to demolish each other. Competition is the life of trade, and in this instance the public is benefited, at least.

-The American Exchange and Review for September, published by Fowler & Moon, No. 521 Chesnut street, contains an excellent series of articles on finance, mining, insurance, railways, manufactures, trade, commerce, and kindred subjects.

-The Riverside Magazine for October is handsomely illustrated, and it gives a good variety of reading matter for young people.

-Our School-day Visitor for October has an excellent illustrated article on the "Eclipse," and a number of stories, sketches, and verses which the boys and girls will appreciate. The publishers offer as a premium for subscribers for 1870 a steel engraving by Sartain, from a design by Mr. E. B. Bensell, entitled "Help Me Up.

-D. Ashmead sends us monthly part No. 6 of Appleton's Journal, and from Turner Brothers & Co. we have received the regular weekly number of the same periodical for Saturday, October 2.

-We have received, through the courtesy of Professor Morton, of the Franklin Institute, a series of eight excellent stereoscopic views of the great solar eclipse of August 7, 1869. They are from negatives made by the Philadelphia Photographic Eclipse Expedition, and are fine souvenirs of that exhibition.

## KOOPMANSCHAP.

His Efforts to Introduce Chinese Laborers. Mr. C. Koopmanschap, of San Francisco, is now in this city making arrangements for bring-ing to this country, in 1870, a supply of Chinese laborers. After visiting the West he will leave, on November 4, for China, to return in the spring of 1870, bringing with him as many elestials as he may have contracted for. These laborers will not be coolies, as Mr. Koopmanschap disayows any idea of being connected with the coolie trade, but voluntary immigrants who agree to the terms offered by him and who come hither with the full knowledge and consent of the Chinese authorities for the purpose of bettering their pecuniary condition. A contract has already been closed with the Texas Land Company, of which Mr. P. N. Spofford, of the firm of Spofford, Tileston & of this city, is the President, for suppying 5000 Chinamen to work on the lands owned by the company in Texas. Another contract has been made with a leading landowner in Mississippl to supply several hundred laborers for that State. The price paid for coolie labor is the Ollendorff system where learning to speak about \$4 per month, whereas Mr. Koopmanis the main object arrived at; but he contends schap's Chinamen are to receive an average of

that something different is needed in schools ; \$10 per month and found; and hands employed to work on rallroads will get \$15 per month and found. Mr. Koopmanschap goes to Washing-ton to-day to explain his project to the Federal authorities, and to correct the impression entertained by some that he designs to import coolles or others who are not free, voluntary limingrants. He avows that his only desire is to provide the means and found a system whereby a much-needed supply of laborers may be furnished for tilling the now waste lands of the South, and for meeting the demand for labor that exists on all the lines of railroad projected and building in the West. From Washington Mr. Koopmanschap goes to St. Louis, Memphis, and New Orleans, where he expects to enter into further contracts. He has already supplied the Central Pacific and other railroads with Chinese aborers to the number of about 30,000, and holds certificates from the officers of these companie showing that they have given ample satisfaction to their employers. On his return from China Mr. Koopmanschap will bring hither about 5000 Orientals as his first contribution to the labor supply market.—N. Y. Times of lo-day,

## SHOCKING.

Two Children Burned to Death in Toronto.

From the Toronto Leader, Sept. 18.

The fire which we briefly mentioned yesterday morning as having broken out about 3 o'cloc in the western part of the city, was attended by a melaucholy loss of life. The flames were first discovered in the premises of Mr. Henry Challoner, who kept a dry goods store in the eastern end of a row of three wooden buildings. In a short time the whole row was destroyed, with most of the contents. As soon as Challoner was aroused by his wife he became apparently so alarmed that he lost all self-possession. first instinct was to save himself, and with this view he at once rushed to the window of his bedroom on the ground floor, and jumped out to the ground, leaving his wife and two children in the room. He then called upon his wife to throw out the children, and she dropped the youngest, a baby, into his arms. The room was at this time full of smoke, and Mrs. Challoner was apparently unable to find the other two children, a boy and a girl, before the flames had made such progress that she had to drop out of the window to save herself. The fire burned with great fury, and the poor children could have survived but a short time after their parents left them. Their charred remains were afterwards discovered by the firemen among the debris. In the rooms above those occupied by Challoner, a man resided with his and five children, all of whom were

During the progress of the fire two firemen named Kidd and Hurst, were injured by the fall of a chimney. The former was struck in the jaw by falling bricks, and a portion of the jawbone had to be removed by Drs. Ross and Wright, under whose treatment he was placed. He was also struck in the leg, but although painfully cut no bone was broken. His right ankle was dislocated, and his left arm somewhat The other fireman, Hurst, had the small bone of his left arm broken, but was otherwise uninjured.

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows :-Way Mail Train at 8-30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington Connecting with Delaware Railroad at Willington 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 Wil-

Perryville, and Havre-de-Grace. Connects at Witmington 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, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will

ake the 12 00 M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and 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

Leave Wilmington 6:30 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 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; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 8UNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15,

Stanton, Newport, Wilmington, Ciaymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimere Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 435 P. M.

The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M., Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect at Lamokin Junction with 700 A. M. and 445 P. M. Trains for Baltimore Central Rail road.

road.

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 Steeping Cars can be state Rooms and Berths in Steeping task of the day. Persons nurchasing tickets secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M.,
2-30 P. M., 4-15 P. M., 4-25 P. M., 7-15 and 11-20 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10 A.
M., 1-56 P. M., 4-50 P. M., and 6-55 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12-30 P. M., and 5-55 A. M. and 1-15
B. C. Junction for Philadelphia 15-53 A. M. and 1-15 C. Junction for Philadelphia at 5:30 A. M. and 1:45

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media: leaving Philadelphia at 435 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:25 P. M., and will change

cars at B. C. Junction.

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

ON SUNDAYS. Leave Philadelphia for West Chester at S-00 A. M. and 2-30 P. M. Leave Philadelphia for B. C. Junction at 7-15 P. M. P. M.
Leave West Chester for Philadelphia at 7:45 A. M.
and 4:45 P. M.
Leave B. C. Junction for Philadelphia at 6:00 A.
M.
WILLIAM C. WHERLER,
General Superintendent,

W EST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT, COMMENCING TUESDAY, SEPTEMBER 21, 1869, Leave Philadelphia, foot of Market street (Upper Form)

Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations, 3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro, 3-30 P. M., Passenger, for Bridgeton, Salem, and all bearmediate stations. 5-30 P. M., Woodbury and Glassboro accommoda-

at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations. WM. J. SEWELL, Superintendent.

September 16, 1869,

Freight train for all stations leaves Camden daily,

RAILROAD LINES.

R FROM Philadelphia to the Trunk Line A from Philadelphia to the interior of Pennsylvania, the Schuylkili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the angulas. Leaving the Company's depot at Thirteenth and allowhill 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 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS,
At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Builalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Hagerstown, etc.
The 7:00 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.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Noraberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 550 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rullroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 Al M. Returning, leaves Philadelphia at 4-20 P. M.; arrives in Pottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION. A. M., stopping at all way stations; arrives in Phila-delphia at 16-15 A. M. Heturning, leaves Philadelphia at 5-16 P. M.; ar-rives in Reading at 8 P. M., and at Pottsville at 9-49

P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:45 P. M., arriving at Phila-

delphis at 6:35 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 6:30 P. M., arriving in Philadelphia at 9:15 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting

at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S.A. M., and
Philadelphia at 3 15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4 25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., i and 5:45 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 7:50 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage lines for the various points in Perklomen Valley con-nect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 10:10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains or Pittsburg, Chicago, Williamsport, Elmira, Balti-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:50 and 5:50 Å. M. and 10:50 P. M., passing Reading at 5:44 and 7:51 Å. M. and 12:50 P. M., and arriving at New York at 11 Å. M. and 12:30 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 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at \$55 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for onday only, are sold at Reading and intermediate sta-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. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS,-At 25 per cent. dis count, between any points designed, for families

MILEAGE TICKETS .- Good for 2000 miles, betweenall 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 re-

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. 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.

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.

FREIGHT TRAINS leave Philadelphia daily at 4°35 A. M., 12°45 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

Lebanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE -Dungan's Express will collect bag gage for all trains leaving Phiadelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD.

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 eaving Front and Market streets thirty minutes be fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet. Sleeping-car tickets can be had on application at he Ticket Office, N. W. corner Ninth and Chesnut 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 attentio TRAINS LEAVE DEPOT, VIZ.:-Mail Train. S-00 A Paoli Accommodat'n. 10 00 A. M., 1-10 and 7-10 P. 
 Fast Line
 11 50 A

 Erie Express
 11 50 A

 Harrisburg Accommodation
 2 30 P
 ancaster Accommedation..... 

Erie Mail and Pittsburg Express. 930 P. M. Erie Accommodation. 11:00 P. M. Philadelphia Express, 12 night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday. Express daily, except Satisfies. 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 P. M., at No. 116

Market street

TRAINS ARRIVE AT DEPOT, VIZ. : Cincinnati Express. 245 A. M.
Philaderphia Express. 6-20 A. M.
6-20 A. M. 

 Erie Mail
 6-20 A.

 Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P.

 Fast Line
 9-35 A.

 Parkesburg Train
 9-10 A.

 Paoli Accommodation, \$20 A. M., \$405 and \$635 P. M.
Fast Line. 9-35 A. M.
Parkesburg Train 9-10 A. M.
Lancaster Train. 12-20 P. M.
Erie Express. 6-10 P. M.
Day Express. 130 P. M.
Pacific Express. 9-36 P. M.
Harrisburg Accommodation. 9-40 P. M.
For further information, apply to
JOHN F. VANLEER, JH., Ticket Agent,
No. 501 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

be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

CITY ORDINANCES.

RAILROAD LINES. 1869. FOR NEW YORK, THE CAMDEN 1009. and Amboy and Philadelphia and Treaton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARE.
At 6:30 A. M., via Camden and Authoy Accom. .. \$2:25
At 8 A. M., via Cam, and Jersey City Ex. Mail. . 3:00 At 9 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 P. M., for Freehold. At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trepton

renton.
At 6:50, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 1:30 P. M. for Bordentown, Florence, Burnington, severly, and Delanco.
At 6:30 and 10 A. M., 12 M., 8:50, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Biverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11 30 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

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 Bristel, and 10:15 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 730 and 10 divown.
At 530 and 10 divown.
At 530 and 10 di A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.
At 730 and 10 di A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations.

TROM WEST PHILADELPHIA DEPOT.
Via Connecting Ranway.
At 9:30 A. M., 1:30, 4, 6:45, 5, and 12 P. M. New
York Express Lines, via Jersey Gity. Fare, §3:25,
At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for
Trenton.

Trenton.
At 9 30 A. M., 4, 6 45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schencks, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and Holmesourg, Pacony, Wishington, Stronkford.
The 9-30 A. M., S and 12 P. M. Lines will run daily.
All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth street, 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

and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.
At 7:80 A. M. for Niagara Fatts, Buffalo, Dunkirk,

Elmira, Rhaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsourg, Water Gap, Belvidere, Easton, Lambertville, Plemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, llentown, Bethlenem, etc. At 11 A. M. and 5 P. M., for Lambertville and in-

termediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-20, 5, and 6-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Moust Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:50 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 3 M, 3 M, 4, 4 35, 5-95, 5 M, 6, 6 M, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 536, 6, 636, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 1936

Leave Germantown at 8 15 A. M., 1, 3, 6, and 9 4 CHESNUT HILL RAILROAD, CHESNUT HILL KALLKOAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 Δ. 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 Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUREN AND NORMISTOWN, Leave Philade phila at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M. The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayank, and Conshohocken. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 236, 4, and 754 Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Norristown at t A. M., 1, 5%, and t T. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11% A. M.,
1½, 3, 4½, 5, 5½, 6½, 8,95, 10,05, and 11½ P. M.

Leave Mainyank at 610, 7, 7½, 810, 0½, and 11½
A. M., 2, 3½, 5, 6½, 830, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manay

t School lane and Manayuns.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERES, and AMERICAN Streets, daily (Sundays excepted) as follows:— At 745 A. M. (Express) for Bethlehem, Allentown,

Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Hailroads, At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton, At 5-00 P. M. for Bethlehem, Easton, Allentown,

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 6:45 and 10:45 A. M., and 11:30 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 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 denot.

depot, TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9.00 A. M., 2-10, 4.45, and 8-25 From Doylestown at S-25 A. M., 4-55 and 7-05 P. M.

Fram Lansdale at 7:30 A. M. From Fort Washington at 9:30, 10:35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M.

For Adington at 4 P. M. Doylestown for Philadelphia at 6:20 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Abington for Philadeiphia at S.P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD,— WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as lows from Pennsylvania Railroad Depot, West MAIL TRAIN leaves Philadelphia...... 9 20 P. M.

	" Williamsport 7:30 A. M
1	" arrives at Erie 8:15 P. M.
-1	ERIE EXPRESS leaves Philadelphia 11 50 A. M
	" Williamsport 9 00 P. M
	arrives at Eric 10:00 A. M.
	arrives at Eric 10 00 A, M ELMIRA MAIL leaves Philadelphia 8 00 A. M
	" Williamsport 6:10 P. M
	arrives at Lock Haven 7:30 P. M.
-	
н	EASTWARD, CAR A AF
- 1	MAIL TRAIN leaves Eric S'15 A. M
-1	" Williamsport 9:15 P. M
ı	arrives at Philadelphia, 6:10 A. M
4	ERIE EXPRESS leaves Erie
П	Williamsport 4 25 A. M
П	" arrives at Philadelphia 1 20 P. M
Н	ELMIRA MAIL leaves Lock Haven 6 50 A. M
d	" Williamsport, S45 A, M
	" arrives at Philadelphia 745 P. M
SI	BUFFALO EXP, leaves Williamsport12-20 A. M
31	" " Harrisburg 5 10 A. M
ĎΗ	" arrives at Philadelphia., 9.25 A. M
3	Express East connects at Corry, Mail East at Corry
g	and Irvineton, Express West at Irvineton, with
	trains of Oli Creek and Allegheny River Rallroad, ALFRED L. TYLER,
	ALFRED L. TYLER,
	AT A SECURITY OF THE PARTY OF T

AUDTION SALES,

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 283 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

IMPORTANT BALE OF CARPETINGS, OIL CLOTHS, EVC.
On Friday Morning,
Sept. 24, at 11 c'clock, on four mounts' credit, shout 39 pieces ingrain, Venetian, list, hemp, cottage, and rag car petings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.

Sept, 27, at 10 o'clock, on four months' credit, including a special sale, by order of Mesars Kutter, Luckemoyer & Co., of Vienna, broche long shawls, of Sobastian 
Haydter's well known make, and 
Long and square Thibet and merino shawls, with wool 
and allk fringes.

ALSO

ALSO. Large, special, and attractive sale of Rich Bonnier Ribbons, by order of Kuter, Luckemeyer & Co., comprising Full line all boiled, corded edge pout de soie ribbons, wolld and assorted, of the most desirable shades. Full lines all boiled, round edge, black taffets ribbons, No. 4 to 100. Vo. 4 to 100. Full lines all boiled black gres grain ribbons. Full lines extra qualities colored and black satin rib

one. Full lines of round edge taffeta ribbons. Full lines of St. Etienne colored silk velvet ribbons, No. to 80. Line of St. Etienne black velvet ribbons. Also, an invoice of sash ribbons.

A full line of colored and black millinery velvet, of a

favorite make.

ALSO,
A fresh assortment of extra qualities black velvets,
ALSO,
Complete line of colored and black satins, gross de Na
ples, black crepe, malines, real estrich feathers, etc.9 215; SALE OF 2000 CASES BOOTS, SHOES, ETO., Sept. 28, at 18 o'clock, on four months' credit. 9 22 56

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 523 CHUSNUT Street, rear entrance from Minor.

Sale No. 121 Drinker street.

THREE VERY SUPERIOR TURNING LATHES, EXTRA LARGE BORING AND TURNING LATHES, VISES, PULLEYS, SHAFTING, BELZING, PATTERNS, ANVILS, BELLOWS, TAPS, BORING HARS, MANDRILLS, BOLTS, PORTABLE FORGE, WORK BENCHES, ETO.

25th inst., at 11 o'clock, at No. 121 Drinker street, between Arch and Race streets, and Front and Second sta, by catalogue, the entire Machinery and Tools of a Machine Shop.

9205t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, resr entrance No. 1107 Sansom street.

Sale at the Auction Store No. 1110 Chesnut street.

SUPRRIOR HOUSEHOLD FURNITURE, ROSE.
WOOD PIANO FORTES, MIRRORS, CARPETS,
PARLOR AND CHAMBER SUITS. CHINA, GLASS,
PLATED WARE, CUTLERY, ETC.
On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut
street, will be sold, by catalogue, a large assortment of
superior parlor, dining-room, library, chamber, and kitchen furniture from families declining housekeeping.
Catalogues will be ready and the goods can be examined
on Thursday. DUTCH FLOWER ROOTS.—At 2 o'clock, will be sold, on invoice of hyacinth, tulips, crocus, and other flower roots, just received from L. Rozer, of Harlom. [9 22 21

ELEGANT HOUSEHOLD FURNITURE, LARGE FRENCH-PLATE MANTEL AND PIER MIRRORS, SUFFERIOR ROSEWOOD PIANO-FORTE BY MEYER: RICH AXMINSTER AND STATUARY, CHINA, GLASSWARE, ETC.

On Tucsday Morning,
Sopt. 28, at 10 o'clock, at No. 1419 Arch street, will be sold, by catalogue, the entire household furniture of a family soing to Europe.

The cabinet furniture was made to order by Messrs. W. & J. Allen, and has been in use but a short time.

Catalogues can be had at the auction store.

The furniture can be examined at 8 o'clock on the morning of sale.

C. D. MCCLEES & CO., AUCTIONEERS, LARGE AND ATTRACTIVE SALE OF BOOTS, SHORS, BROGANS, ETC.

On Monday Morning, Sept. 27, at 10 o'clock, including a large line of city-made goods. N. B. Sale every Monday and Thursday. [9 23 3t M. THOMAS & SONS, NOS. 139 AND 141

PY DAVIS & HARVEY, AUCTIONEERS (formerly with M. Thomas & Sons), Store, Nos. 48 and N. SIXTH Street. L IPPINCOTT, SON & CO., AUCTIONEERS

BSOOTT'S ART GALLERY, No. 1020 CHESNUS

BONNETS, TRIMMINGS, ETO. MRS. M. A. BINDER.

ARTISTE DES MODES,

1101. N. W. Corner Eleventh and Chesnut Streets.

This opportunity is taken to announce that I have just returned from Paris and London, with the latest FAIL FASHIONS. These designs being personally selected and modelled from the greatest novelties,

and trimmed in a superior style, will open

WEDNESDAY, SEPTEMBER 1, 1869. With French and English Dresses, Cloaks, Manteletts, Sieeves, and Children's Costumes, Robe de Chambre and Breakfast Dresses. Dress and Cloak Making in every variety.

Wedding Trousseaux furnished at short notice and ensonable prices. Real Thread and Guipure Laces, Roman and Piain Ribbons and Sashes
Paris Jewelry, a west style of Jet, Gold and Shell,
the ranist and most elegant ever offered. Hair
Bands, Combs, and Regal Nets. Dress and Cloak Trimmings, the most tasteful that are to be found in the French metropolis, wholesale

Bridal Vells and Wreaths.

Kid Gloves, 75 cents and \$100 per pair.

Exclusive Agents for MRS. M. WORK'S celebrated ystem for Cutting Ladies' Dresses, Sacques, Basques,

PAPER HANGINGS.

BEAN & WARD. PLAIN AND DECORATIVE

PAPER HANGINGS.

NO. 251 SOUTH THIRD STREET,

BETWEEN WALNUT AND SPRUCE. PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1933 SPRING GARDEN Street, below Eleventh. Branch, No. 367 FEDERAL Street, Camden, New Jersey.

WOODLANDS CEMETERY COMPANY .-

W CODLANDS CEMETERY COMPANY.—
elected for the year 1869William H. Mooro,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot-holders and Visitors to present tickets at the entrance
for admission to the Gemetery. Tickets may be had at the
Office of the Company, No. 813 ARCH Street, or of any of
the Managers.

NOW IS THE TIME TO CLEANSE YOUR HOUSE, WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER

Is unequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other.

4 23 6m No. 1156 FRANKFORD Road.

A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 126 NORTH WHARVES NO. 37 NORTH WATER STREET, 2 225
ALEXANDER G CATTELL. ELDAR CATTELL.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Pack-s, Merchandise, Bank Notes, and Specis, either by its ages, Merchandise, Bans with other Expression own lines or in connection with other Expression own lines or in connection with other Expression own lines or in connection with other Expression of the United States of th