Domestic Service Elimstrated by swells in the bosom of the masculine sex, which has the Novelist. From the Saturday Review.

When a certain advanced school of philosophy has had its way, we shall hear no more of fidelity as a virtue. It will be gone out of fashion as a half-developed canine phase of humanity. In the meanwhile, however, it is invaluable to the novelist, and will continue so to be as long as there is a craving in people to be loved and looked up to for something un-earned and beside their merits. When once the gauge of desert comes in, the proudest and vainest has an inner qualic and shrinks back to another standard. We like to be convinced that there is something in us and about us, independent of our occasional lapses, that insures not only obedience but willing submission. It is pleasant to escape the penetrative scrutiny of equals by with drawing into a region where our will is law, not only because it is strongest, but because it is ours, and therefore taken for granted; where we may repose upon a deference that accepts our definitions of right as unquestionable. It is this feeling that makes the portrait of a faithful servant always attractive. A sort of virtue is there depicted which is admirable in its self-denial, and at the same time makes no heavy demands on our own practice. No doubt the very nature of service implies the duty of some suppression of the critical faculty on the part of him who serves. The master may judge his man, where the man had best not judge his master. Blind loyalty, once the gentleman's fidelity, we may be said to have outgrown as a political virtue, but we still delight to see it portrayed as a domestic one. Hence, whenever fiction condescends to delineate service at all, to hold up examples of it for our admiration, it is in the exhibition of a blind unreasoning fidelity. Even comedy, the recognized form of satire on human folly and baseness, makes the servant-greedy and grasping as he is-take his view of life from his master, and run personal risks to serve him. But it is in the novel that we must look for the passion of fidelity set off by the humors which make delineations of our social inferiors so especially stimulating to self-esteem. It is in the novel that we may see how dear to the heart of man is the notion of being the object of an unreasoning instinctive faithfulness. A hero is twice a hero with his inseparable follower, comic or tragic; whether that hero be Mr. Pickwick, with Sam Weller qualifying himself to be still his master's body servant in the Fleet, or old Caleb Balderstone starving and thieving for his master's credit in the bleak tower of Wolf's Grag. It only needs the vivid impersonation of a servitor so in love with service that he shall without effort, without thinking of sacrifice, have no private interests or else, as a matter of course and without a struggle, make them give place to his master's-to excite in the reader's mind a very peculiar gratification Old Orlando, who so well exemplified the constant service of the antique world when servants sweated for duty, not for meed, did it without requiring a return, but looked forward to the time as simply inevitable "When service should in my old limbs be lame,

And unregarded age in corners thrown." It is so recognized a feature of the conven-

tional servitor to have no plans for the future, that it is made a trait in the venal crew of High Life below Stairs that one thinks himself sure of a place in the Customs, and a selfish couple look forward to keeping a public house together. So entirely are we removed from inconvenient personal applications in these fancy pictures of selfdevotion, that we expect as a matter of course that the master's interests should be always uppermost. The ideal retainer need not be perfect; if his sins are committed for his chief, he finds us lenient judges. Everybody sympathizes with the "savage fidelity" of Elspeth of the Craigburnfoot, in which she found a stern and stubborn satisfaction. "No man in old time parted frae his chief for love of gold or of gain, or of right or of wrang." She had served the head of Glenallen as she was required to serve her. "None shall say I betrayed my mistress, though it were to save my soul.

A thoroughgoing popular novel constantly owes its popularity to the relation between master and servant. What would Robinson Crusoe be without his man Friday? What would Sterne's Uncle Toby be apart from Corporal Trim, his master's humble doublenurse, dog, and confidant in one-with always a thought between them:-

"Trim! said my Uncle Toby, after he had lighted his pipe and smoked about a dozen whifts—Trim came in front of his master and made his bow—my Uncle Toby smoked on and said no more. Corporal! said my Uncle Toby—the Corporal made his bow—my Uncle Toby proceeded no further, but finished his pipe. Trim! said my Uncle Toby, I have a project in my head."

For our part it would be a bore to have to wait upon the slow, smoky workings of another man's brain, but Trim is supposed to like it. The whole fits in with the ideal much better than if Trim had had even the most retiring, modest interests of his own, which could not fail to make indefinite suspense on his master's cogitations irksome. Sam Weller is for the same reason one of the most popular of modern creations; his wit would not tell half as much without his exuberant and jealous fidelity:-

"I could serve that gentleman till I fell down dead," says the repentant Job. "I say," said Sam, "I'll trouble you, my friend—none o' that. None o' that, I say, young feller. No one serves him but

And when Mr. Pickwick wants to settle him in life with his Mary, not even love offers a moment's temptation:-

"If you want a more polished sort o' feller, well and good—have him; but vages or no vages, notice or no notice, board or no board, lodgin' or no lodgin', Sam Weller as you took from the old inn in the Borough sticks to you come what come may; and let everythin' and everybody do their wery flercest, nothin' shall ever perwent it."

All this, though not according to our experience, sounds an excellent recipe for making life easy, and is appreciated accordingly.

Scott delights in portraying the manners of domestic service. He does not often venture to attribute to a fellow-countryman an absolute deadness to personal considerations, but he does not care to paint an unfaithful servant; and he had a power in himself of creating strong attachments in those who served him, which justified his portraits. The astute Cuddie throws himself into the lion's very clutches when with blundering gallantry he seeks the aid of Claverhouse and his dragoons for his master in the hands of fanatics. The incomparable Jenny will run more hazards for her mistress' sake than for her own. Richie Moniplies, pragmatical as he is, is profuse of his newly-gained wealth in his master's service, as well as faithful under difficulties; and even the selfseeker Andrew Fairservice waits with real zeal on his rescued young master in that fu-nereal "stand o' claes" which he had thought fit to order on his supposed death. The antiquary, to be sure, has an unfavorable experience to report which influences his view of

the question:-"Why did the boy Tam Rintherout, whom at my wise sister's instigation I, with equal wisdom, took upon tria!—why did he pilfer apples, take bird's-nests break glasses, and ultimately steal my spectacles, except that he felt that noble emulation which

conducted him to Finnders with a musket on his shoulders, and doubtless will promote him to a glolous halberd, or even to the gallows; and why do the same vocation with safe and noiseless step, shod or unshed, soft as the paw of a cat, and doctie as a waniel? Why? But because she is in her voca-

This might seem to degrade the virtue of which we speak in quite a modern spirit, but that we are informed economical considerations prejudiced the speaker; and besides, all boys occupy a distinct place in fiction. The boy is universally thrown over, and is quite the reverse of the father and the man. Even Bailey Junior has no attachments, but transfers himself from mistress to master solely

for his own pleasure. It is interesting to observe how fascinating this absolute disregard of personal interests, which we understand by "fidelity," is to American writers. The New England help knows nothing of it, of course, and never will. The best white servant there avowedly considers her own convenience and prospects first, and will leave her employer at any pinch when her end is served: but fiction has the negro-has had, we should rather sayin whom to personify an entire self-abne-gation. Old Tiff, one of Mrs. Beecher Stowe's best characters, though not quite so familiar to English readers as Uncle Tom, has no private feelings of pleasure, pain, or pride. It is impossible to please or hurt him in his own person. He lives in the consequence of the 'Peytons, one of the fustest families in Old Virginny," to whom he had belonged; he has no sensitiveness that is not connected with them; he works and slaves for their descendants, and teaches their children manners by setting himself up as a scarecrow and warning; and we should feel it quite a falling-off if he expected even thanks in return for this wholesale self-dedication, Mr. Wendell Holmes has a very picturesque old negress of the same type, grand-daughter of a cannibal chief, who worships with soul, body, and instinct the mysterious Elsie Venner, living in her movements, watching her night and day with lynx-like observance, and dying on her grave, as part of her duty, when her task was done. In contrast with this self-annihilation the same story gives us in Abel a respectable representative of the New England "hired man," who, having sold his time to the doctor, took care to fulfil his half of the bargain, but could never stand the word servant, or consider bimself the inferior of the "high contracting parties," making up his mind to dismiss the old gentleman (his master) if he did not behave

himself. There is a sympathy between this view of the subject and that taken by the disciples of progress amongst ourselves. With them the virtue of fidelity takes but a low stand; subservience to one person being supposed to dilute to nothing the sense of duty we owe to society at large, whether that one be husband or master. The author of "Felix Holt" gives us an unsympathizing but very clever analysis of a retainer's fidelity in Denner, the miserable Mrs. Transome's devoted servant; one of those "faithful creatures" whom the aristocracy of mankind find so useful to their

"The physical contrast between the tall eagle-faced "The physical contrast between the tall eagle-faced dark-eyed lady, and the little peering waiting woman, who had been round featured and of pale mealy complexion from her youth up, had doubtless had a strong influence in determining Denner's feeling towards her mistress, which was of that worshipful sort paid to a goddess when it was not thought necessary or likely that a goodess should be very moral. There were different orders of beings—so ran Denner's creed—and she belonged to another order than that to which her mistress belonged. She had a mind as sharp as a needle, and longed. She had a mind as sharp as a needle, and would have seen through and through the ridicu-lous pretensions of a born servant who did not submissively accept the rigid fate which had given her born superiors. Denner identified her own dig-nity with that of her mistress. She was a hard-headed godless little woman, but with a character to be reckoned on as you reckon on the qualities of

The same almost animal inferiority of nature make Harold Transome's Dominic in this | except Sunday. For this train tickets must be pro story the valuable servant he is:-

"Oh,he is one of those wonderful Southern fellows that make one's life easy. He's of no country in particular. I don't know whether he's most of a Jew or Greek, or Italian or Spaniard. He speaks five or six languages, one as well as another. He's cook, valet, major-domo, and secretary, all in one; and what's more he's an affectionate fellow. I can trust to his attachment.

We can understand how all this must offend the advocate of progress, to whom such a one is a "creature," as that word used to be applied by historians-a thing rather than a man-a civilized, modernized edition of Front de Bœuf's Saracens, who knew no will or conscience but their master's, and had no choice in executing his behests, whatever these might be. In fact, it must be observed that domestic service is represented in favorable colors or otherwise, according to the political and moral leanings of the writer. If we recollect rightly, Miss Edgeworth and her school, representing the new lights of their day, are all hard upon servants as a low, venal, corrupting, and corruptible race. It is their aim to separate the young from all intercourse with them. Rousseau was for doing without them altogether. Men were to be waited on by their wives; they were to have no other dependants. People who resented all this flying in the face of social order exalted service on principle as a nursery of the humbler virtues. An authoress of high aims amongst ourselves, whose stories are largely accepted by readers who like a strong infusion of moral in their fiction, has actually made one of her heroines descend to it from no other necessity than the call of friendship. She is the daughter of a leading tradesman and the humble friend of a lady of rank, and for the sake of serving her friend more effectively she renounces her home for the society of ladies' maids and butlers; she takes her seat in the rumble and frequents the backstairs, and gets into and surmounts the difficulties incident to such places and scenes.

Mr. Trollope has some good servants among his characters. He makes them faithful, for he always likes to make his readers comfortable, which the mere picture of a good servant tends to do; but, being a realist, he keeps their good qualities down to a natural standard, and by no means supposes them indifferent to their names being down in their mistress' will for a reasonable legacy. may say the same of Mrs. Gaskell, who has some lively portraits of the faithful type not to be forgotten. The mode of treating or avoiding this subject constitutes a marked distinction between novelist and novelist. It occupied Thackeray's mind rather as a humorist than as a novelist. His "Jeames" of the Diary is like nothing else either in nature or art, and his ballad of the nefarious butler is founded on fact. Miss Austen never attempts to portray character out of her own sphere. Richardson does not do much in this way; we recall that her malicious sister's maid is one of Clarissa's early trials, but with him the servant is invariably the reflection of the master's temper, and the obedient instrument of his will. In fact, independence in this relation is, wherever we

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street,

find it, a sign of modern ideas.

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenston Railroad Companies' lines from Philadelphia to ton 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. . 3-05 At 2 P. M., via Camden and Amboy Express . . 3-05 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, 8-30, and 4-30 P. M., for Trenton.

Trenton. At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burnington. Beverly, and Delanco.

At 6:20 and 10 A. M., 12 M., 3:30, 4 88, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper 110).

(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 Bristel, and 10:15 A. M. and 6 P. M. for Bristel At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 730 and 10 15 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10 15 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10 15 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.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Rallway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New
York Express Lines, via Jersey City. Fare, \$3:25.

At 11:30 P. M., Emigrant Line Fare, \$3.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for

Trenton.
At 9:30 A. M., 4, 6:45, 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 The 9-30 A. M., 8 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 Hailway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On sundays the Market Street cars will run to connect with the new and Walnut Within one square connect with the 9-30 MA S and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT,
At 7:30 A. M. for Niagara Falla, Buifalo, Dunkirk,
Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7 50 A. M. and 3 30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Fiemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and inermediate stations.
CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL FROM MARKET STREET FERRY (UPPER SIDE). FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount 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 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD,

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-PIRST 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 fore its departure. The Chesnut and Wainut streets cars run within one square of the Depet. 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. 176 Market street, will receive attention.

3	TRAINS LEAVE DEPOT, VIZ. :-
	Mail Train 8:00 A. M
	Mail Train
9	Fast Line 11 50 A. M
1	Erie Express 11 50 A. M
1	Harrisburg Accommodation, 2:30 P. M.
ı	Lancaster Accomm. dation 400 P. M.
1	
1	Parkesburg Train 5 30 P. M
١	Cincinnati Express 8 00 P. M
1	Erie Mail and Pittsburg Express 9-30 P. M.
4	Erie Accommodation
ij	Philadelphia Express, 12 night.
3	Erie Mail leaves daily, except Sunday, running or
jj	Saturday night to Williamsport only. On Sunday
	night passengers will leave Philadelphia at 8 o'clock
	Philadelphia Express leaves daily. Cincinnat
	Express daily, except Saturday. All other train
	daily, except Sunday.
	The Western Accommodation Train runs daily

H	cured and baggage delivered by 5 P. M., at No. 116
H	Market street.
1	TRAINS ARRIVE AT DEPOT, VIZ. :
Я	Cincinnati Express245 A. M.
ü	Philadelphia Express
1	
	Paoli Accommodation, S-20 A. M., 4-05 and 6-35 P. M.
1	Fast Line
	Parkesburg Train
Н	Longottor Train 1900 D M
	Lancaster Train12 30 P. M.
	Erie Express
	Day Express
21	Pacific Express825 P. M.
	Harrisburg Accommodation940 P. M.
	For further information, apply to
	TOWN F VANIEED to Ticket Agent

JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street. SAMUEL H. WALLACE,

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,

General Superintendent, Altoona, Pa. WEST CHESTER AND PHILADELPHIA W RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 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., 1-55 P. M., 4-50 P. M., and 6-45 P. M.

M., 155 P. M., 450 P. M., and 645 P. M. Leave Philadelphia for B. C. Junction and inter-mediate points at 1230 P. M. and 545 P. M. Leave B. C. Junction for Philadelphia at 530 A. M. and 145 P. M. Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media leaving Philadelphia at 4°35 P. M. will stop at Me dia, Glen Riddle, Lenni, and B. C. Junction. Pas-

dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers 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 cays at B. C. Junction. 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. cars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. M. Leave Philadelphia for B. C. Junction at 7:15 P. M.

P. M.
Leave West Chester for Philadelphia at 745 A. M.
and 445 P. M.
Leave B. C. Junction for Philadelphia at 600 A.
M.
WILLIAM C. WHEELER,
4105
General Superintendent. 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 follows from Pennsylvania Railroad Depot, West Philadelphia.

on the Philadelphia and follows from Pennsylvania Railroad Depot, Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia... 9-20 P. M.

"Williamsport 7:30 A. M.

"Arrives at Erie... 8-15 P. M.

ERIE EXPRESS leaves Philadelphia... 11:50 A. M.

"Williamsport 9-00 P. M.

"Arrives at Erie... 10:00 A. M. ELMIRA MAIL leaves Philadelphia. 8-90 A. M.
Williamsport. 6-10 P. M.
arrives at Lock Haven. 7-30 P. M. " Williamsport. 4-25 A.

ELMIRA MAIL leaves Lock Haven. 6-50 A.

" Williamsport. 8-45 A.

" Williamsport. 8-45 A.

BUFFALO EXP, leaves Williamsport. 12-20 A.

" Harrisburg. 5-50 A.

Express East Connected to the property of the property o

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oh Creek and Allegheny River Railroad, ALFRED L. TYLER,

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 Leaying the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION,

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, Butfalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 730 A.M. train connects at READING with 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.; and 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,

Leaves Philadelphia at 3°30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.;

arrives in Potistown at 640 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Potisville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 16:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40

P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 0 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 Philadelphia
delphia 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 6:30 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 stations: leaves Pottsville at 540 A. M., connecting 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 S 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., 1 and 5/45 P. M.

PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 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 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 10:12 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Bultimore, etc.

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 Å. M. and 1050 P. M., passing Reading at 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1230 and 5 F. M. Sieeping cars accompany these trains brough between Jersey City and Pittsourg without A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg eaves New York at 12 M. SCHUYLKHLL 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. SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 535 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
Canadas.

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 one Reading and Pottstown Accommodation Trains, at reduced rates.

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, discount, between any points designed, for families

MILEAGE TICKETS .- Good for 2080 miles, be tween all points, at \$52 50 each, for families and 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 Phadelphia 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. 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 Cinton, and Lebanon, Harrisburg, Pottsville, Port Clinton, and

BAGGAGE Dungan's Express will collect baggage for all trains leaving Phi.adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains 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 for Crisfield and intermediate stations,
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington stopping at Wilmington Railroad and Washington stopping at Wilmington

Saltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thuriow, 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 11'36 P. M. (daily), for Baltimore
and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia. and Magnolia.

Passengers for Fortress Monroe and Norfolk will ake 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 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; 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.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Raliroad.

Leave Philadelphia for Port. Deposit (Sundays excepted) at 7 00 A. M. and 425 P. M.

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

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 120 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 9-25 A. M., and 230 P. M.

Trains leaving Wilmington at 650 A. M. and 415 P.

M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Siceping Cars can be 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.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHROAD.

TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 ° 10, 11, 12 A. M.,
1, 2, 3%, 3%, 4, 4 ° 35, 5 ° 55, 5%, 6, 6%, 7, 8, 9, 10, 11, 12
P. M.

P. M. Leave Germantown at 6, 7, 7%, 8, 8-26, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 65, 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 945 A. M., 2, 495, 7, and 104
P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 934 P. M.

P. M.

OHESNUT HILL RAHLROAD.

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 A. M., 1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 P. M.

8:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at #:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phia at 6, 7%, 9, and 11:05 A. M., 1%,

3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.

Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A.

M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop

at Mogee's, Potts' Landing, Domino, or Schur's

lane.

ane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Nortstown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 736, 9, and 11-05 A. M.,
1½, 3, 4½6, 5, 5½, 6½, 8-05, 10-05, and 11½ P. M.
Leave Manayank at 6-10, 7, 7½, 8-10, 9½, and 11½
A. M., 2, 336, 5, 6½, 8-30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M. 856, 4, and 756 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GIEEN Streets.

NORTH PENNSYLVANIA RAHLROAD. — FOR Bethlehem, Doylestown, Manch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. 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 Chuuk, Hazleton, Williamaport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railronds, At 145 P. M. (Express) for Bethlehem, Easter,

Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton, At 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

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

For Fort Washington at 645 and 1045 A. M., and

TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. Fram Lansdale at 7:30 A. M. From Fort Washington at 9:20, 19:35 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 Abington 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 Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAIL ROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY. SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Forry) of

Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations. 3:15 P. M., Mail, for Cape May, Milville, Vineland, and way stations below Glassboro. 330 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 540 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden daily, 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,

COVERNMENT SALES.

G OVERNMENT SALE OF BONDED GOODS RE-Tanining in store over three years.

Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11 o'clock A. M., viz.:—

Per barque "Frei," Gullas master, from Rotterdam

June 11, 1866-1 cask Gin, mark Palm Tree-C. Imported by George C. Carson & Co. Per Outside Line, from New Bedford June 19, 1866 2-2 casks and three 14 casks Wine, mark W. D. Imported by William Derbyshire.

Per railroad line, from New York July 23, 1866—19 baskets Wine, mark S. S. N. Imported by S. S. Nor-

Per steamer "Propontis," Higginson master, from Liverpool August 6, 1866—13 baskets Champagne, mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 22, 1866— Pwelve 3 ps. Brandy, mark A. W. Imported by A. Veniger.
Per brig "Matilda," Anderson master, from St.

Bartholomew August 28, 1866—4 barrels Lead Ore. Imported by Janutche & Lavergne. Per barque "Jupiter," Bradherring master, from London September 21, 1866—16 dozen bottles Wine, J. W. & Co. and P. K. Imported by Phil. HENRY D. MOORE,

SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7

GOVERNMENT SALE OF UNCLAIMED GOODS remaining in store over one year.
Ill be sold at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11:50 o'clock A. M., viz.:— Per brig "S. W. Weish," Watson, master, from Palernio, June 1, 1868, one valise Clothing, mark G.

St. or A. N.

Per brig "George Berry," Bradley, master, from Sagua, June 10, 1868, two demijohns Liquor.

Per barque "H. Gregory," Gregory, master, from Genoa, June 30, 1868, three packages sample Cotton. Per schooner "Ralph Souder," Crosby, master, from Hillsboro, September 4, 1868, one small package, E. Pennington, Jr., care of Medara &

Per brig "Bride," from Messina, January 27, 1868, one box merchandise, addressed John Francis, HENRY D. MOORE,

SAMUEL C. COOK, 57 Auctioneer. 9 22 23 25 27 29 30-10 4 5 7

SHIPPING. PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THOUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST.
EVERY SATURDAY,
Street. PHILADELPHIA, RICHMOND.

Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Cortsmouth and to Lyachburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The remlarity safety, and cheappeas of this route. THAN ANY OTHER HAVE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium barrying every description of freight.

No charge for commission, drayage, or any expense

ransfer.
Steamships insured at the lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.

NOTICE.—FOR NEW YORK, VIA

NOTICE.—FOR NEW YORK, VIA

DELAWARE AND RARITAN CANAL
EXPRESS STEAMBOAT COMPANY.

The CHEAPEST and QUICKEST water communication between Philadelphia and New York.

Steamers leave daily from first wharf below Marke
etreet, Philadelphia, and foot of Wall street, New York
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.

Freight received and forwarded on accommodatic
terms.

No. 12 S. DELLAWARE Avenue, Philadelphia
JAMES HAND, Agent.

No. 119 WALL Street, New York.

AUGTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141

ELECANT FURNITURE, MUREORS, FINE CARPETS, CURTAINS, FINE OHINA, CUT GLASS,
PLATED WARE, ETC.

On Wednesday Morning.

28th instant, at 10 o'clock, at No. 426 South Broad street
(comer of Lombard), the entire furniture, comprising sail
of resewoed drawing-room furniture, covered with brocatelle; resewoed inclosed etageres; centre tables; walnut bookcase, French plate manicel and pier mirrors; walnut hall and dimine room furniture; add-board; extension
diming table; fine china dinner and toa ware; rich cut
glass; plated ware; maniel clock; fine ornaments; satin,
delaine, and lace curisins; superior walnut clamber furniture; large wardrobe, mirror doors; ladics' wardrobe;
walnut couch; fine velvet, Brussels and Imperial carpets;
oilcolots; sewing machine, etc.

Also, the kitchen furniture, refrigerator, etc.

Particulars in catalogues.

The cabinet furniture made to order by Moore &
Campion.

May be examined the day previous to sale from 1 to 2

Campion.

May be examined the day previous to sale from 1 to 5 o'clock.

92726

VALUABLE MISCELLANEOUS BOOKS, WORKS ON AMERICAN HISTORY, ETC., from private Sept. 29, at 4 o'clock.

Sale at the Auction Rooms. Nos. 137 and 141 S. Fourth Superior Household Furniture, Mantell And Piers Mierres.

Superior Household Furniture, Mantell And Piers Mierresses, Festier Beds, China and other Carpets, Etc. Etc.

On Thursday Morning.

Sept. 30, at 2 o'clock, at the auction rooms, by catalogue, a large assortment of superior Household Furniture, comprising—2 elegant walnut parior suits, covered with fligured brocatelle; walnut parior furniture, covered with fligured dinting room furniture, 7 French plate mantel mirrors, wardrobes, brokkasses, sideboards, extension, centre, and houseuf tables; lumpes, hat stands, etageres, office desks and tables, fine hair mattresses, feather beds, holsters and pillows, china and giass ware. 2 superior free-proof safes, made by Lillie and Farrel & Herring; elegant 12-light chandeller, sewing machines, 2 large turning lathes, 32 sebool desks, gas-consuming and cooking stoves, large store chost, handsome veivet, Brussels and other carpots, office etc.

on const, naturely feet of the steel gun, made by Peterman.

Also, superior rifle, made by John Wurillein.

Also, very fine harp.

TO BUILDERS.

Also, glazed such for eight windows, complete, with weights; handsome new solid shutters for three large windows. 9282t

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 222 and 224 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Sept. 30, at 10 o'clock, on four months' credit. 9215t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, Oct. 4, at 10 o'clock, on four months' credit, 9 23.5t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street. 6000 PHECES WALL PAPER AT PUBLIC SALE, On Wednesday Morning. At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, 6000 please of satin and plain hanging 9 27 26

C. D. MCCLEES & CO., AUCTIONEERS. LARGE AND ATTRACTIVE SALE OF BOOTS,
SHOPS, BROGANS, ETC.
On Thursday Morning,
Sept. 30, at 10 o'clock, consisting of prime and seasonable
grouds from the best city and Eastern manufactories.
N. B.—Sale every Monday and Thursday
[9 27 36]

L IPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE OF 1250 PACKAGES AND LOTS Foreign and Domestic Dry Goods, Hoslery Goods, Linens, Helkis, Kid Gloves, Millinery Goods, Paris Fancy Goods and Notions, Hoop Skirts and Corsets, etc. On Wednesday Morning, Sept. 29th, at 10 o'clock, on four months' credit. 9 27 2t MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT Street, rear entrance from Minor.

BSOOTTS ART GALLERY, No. 1026 CHESNUT

SHIPPING. FOR LIVERPOOL AND Steamers are appointed to sail as follows.

PASSAGE BY THE TUESDAY STEAMER, VIA RALIPAK,
Payable inGeld.
Payable in Capron.

Est. John's, N. F.,
Passengers forwarded to Havre, Hamburg, Bremen,
etc. at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends,
For further information apply at the Company's Office
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y
or to O'DONNELL & FAULK, Agents,
4 5 No. 411 CHESNUT Street, Philadelphia. Payable inGeld.

ONLY DIRECT LINE TO FRANCE

THE GENERAL TRANSATLANTIO

BETWEEN NEW YORK AND HAVRE, CALLING AT

The release. The splendid new vessels on this favorite route for the continent will sail from Pier No. 50, North river, ever-

in gold (including wine),
TO BREST OR HAVRE. PRICE OF PASSAGE

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST. FAST FREIGHT LINE EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley, WILL FORM A REGULAR WEEKLY LINE. The steamship J. W. EVERMAN will sail on THURSDAY, September 30, at 4 P. M. Through bills of lading given in connection with S. C. R. K. to points in the South and Southwest.

Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to

E. A. SOUDER & CO.,

2 221f DOCK STREET WHARP.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Sailing on Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES. Freight by this line taken at 12 cents per 100 pounds cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received

at all times on covered wharf. JOHN F, OHL, Pier 19 North Wharves. B. N. Extra rates on small packages iron, metal, etc.

NEW EXPRESS LINE TO
Alexandria, Georgotown, and Washington, D.
Connections at Alexandria from the most direct route for
Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the
Southwest. NEW EXPRESS LINE TO

Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily WILLIAM P. GLYDE & CO.,
WILLIAM P. GLYDE & CO.,
HYDE & TYLEE, Agents, at Georgetown; M.
ELDRIDGE & CO., Agents at Alexandria.

NOTICE.-FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE
TRANSPOETATION COMPANY.—DES.
PATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after
the 8th of March. For freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & OO.,
826
No. 182 South Wharves.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to No. 33 S. ELEVENTH Street

TOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Concetoga Ticking, etc. No. 238 CHESNUT Street, Philadelphia. 41 wims