RAILROAD LINES.

Leaving the Company's depot at Thirteenth and

ey, and Schuyikili and Susquehanna trains for Nor-humberland, Williamsport, York, Chambersburg,

at Reading with accommodation train for Philadel-

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 345 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 425

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. tratus

from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RATHROAD.

Passengers for Schwenksville take 7:30 A. M. 12:45, and 4:30 P.M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A.M. and 12:55 M. Stage lines for the various points in Porklomen Valley con-

Passengers for Boyertown and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadel-

phia, returning from Boyertown at 7-25 and 11-50

and intermediate stations, good for one day only and sold by Morning Accommodation Market Train,

unt, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$52 50 each, for families and

twelve months, for holders only, to all points, at re-

points beyond.

BAGGAGE —Dungan's Express will collect bag-

gage for all trains leaving Phi adelphia 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 THIRT'S-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train

street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE SPOT, VIZ. :-

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 dally. Cincinnati Express dally, except Saturday. All other trains

daily, except Sunday.

The Western Accommodation Train runs daily,

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD, -

phia and all way stations.

more, etc.

REVIEW OF NEW BOOKS. -Turner Brothers & Co. send us the fol-

lowing new books:-

The second volume of Fields, Osgood & Co.'s "Household" edition of Thackeray's miscellaneous writings contains "The Paris Sketch Book" of M. A. Titmarsh; "The Memoirs of Mr. Charles J. Yellowplush;" "The Irish Sketch Book," and "Notes of a Journey from Cornhill to Grand Cairo." Some of these sketches are in Thackeray's best vein, and they reveal his peculiar genius more clearly than do some of his elaborate works. It is singular that a complete collection of his miscellaneous writings has never been made before, and the publishers of this series are rendering a genuine service to the reading

"The Pilgrim's Progress," in words of one syllable, by Mrs. Edward Ashley Walker, published by George A. Leavitt, is a successful attempt to adapt the great religious prose poem of Bunyan to the capacity of young readers. Mr. Longfellow compares this remarkable work to the "Divine Comedy" of Dante; and it certainly rivals the Italian poem in the hold that it maintains upon the imagination of its readers. In the present edition the adapter has with great skill retained Bunyan's own language as far as practicable, and the book is one that deserves an introduction into every household.

"From the Crib to the Cross" is a life of Christ, also in words of one syllable, by Mrs. Walker. The narrative is written in simple and forcible language, so that it cannot fail to awaken an interest in the young reader. Both of these books are illustrated with colored prints which render them additionally attractive.

"A Chapter on Erie," by Charles Francis Adams, Jr., is a reprint by Fields, Osgood & Co. of the article in the North American Review for July, 1869, which attracted so ich attention. Mr. Adams has added some itional facts and some evidence to subate his statements and arguments, and essay is one that is well deserving of the attention of thoughtful men.

"The Uncle Sam Series," published by Fields, Osgood & Co., consists of four gaily colored brochures, in which the story of "Rip Van Winkle's Nap" is related in verse by Edmund Clarence Stedman: "The Story of Columbus," by J. T. Trowbridge; "Putnam the Brave," by R. H. Stoddart; and Bayard Taylor sings "The Ballad of Abraham Lincoln." These books are designed for the purpose of furnishing American children with something of a higher order than the current juvenile literature, and the publishers have enlisted for this service the pens of writers of acknowledged reputation and the pencils of first-rate artists. "Rip Van Winkle" and "Abraham Lincoln" are illustrated with designs by Sol Eytinge, Jr., and "Columbus" and "Putnam" by Alfred Fredericks. The pictures are highly colored, and some of them have much artistic merit.

-From D. Ashmead we have received the following recent publications of Lee & Shepard:-

"Living Thoughts" is the third volume of the "Golden Truth Series," and it is made up of brief selections in prose and verse by a great number of Christian writers. The compiler has endeavored to make such a selection of thoughts as will aid those who are striving to lead a Christian life, and the book is one that will be much prized by many readers.

"How Charley Roberts became a Man" is the first of the "Charley Roberts series," to be completed in six volumes. It is a religious story for boys, in which the principles of true manliness are set forth in a plain and practi-

cal manner. "How Eva Roberts gained her Education" is the second volume of the same series, and it is adapted particularly for the perusal of girls, who are instructed as to what a woman's sphere and responsibilities really are.

"Dolly Dimple's Flyaway" is the sixth volume of the "Dolly Dimple" series. It is a pleasant little story for young readers.

-From George Gebbie, No. 720 Sansom street, we have received "The Family Doctor," by R. Jefferson, M. D., M. R. C. S., of London. This is a dictionary of domestic medicine and surgery, especially adapted for family use. It is a very complete exposition of medical science, in a plain and understandable form, for ready reference in the family, and its practical usefulness and popularity are demonstrated by the fact that it has reached the fifteenth edition. In England this work is very highly esteemed, and it is rapidly winning its way to favor in the United States. The pages are printed in double column, with clear and legible type, and many of the articles are illustrated with diagrams and drawings of plants used in medicine. This is undoubtedly one of the best popular medical works ever published, and the different subjects being arranged in alphabetical order. dictionary style, there is no difficulty in referring to whatever is wanted.

-From Claxton, Remsen & Haffelfinger we have received "A Grammar School History of the United States," by Berson J. Lossing. Published by Sheldon & Company. This is the second volume of the series of school histories by Mr. Lossing published by Messrs. Sheldon, and it appears to be admirably adapted for an elementary class-book. The facts of our national history are narrated briefly, but in an easy and pleasant style, and the book is illustrated with a number of engravings that add to its value.

- Van Nostrand's Eclectic Engineering Magazine for November presents an excellent variety of articles on scientific and practical engineering, gathered from the best European and American serial publications. This magazine gives the cream of the discussions on current engineering topics, and for American readers, in particular, it is invaluable. The leading paper in the number before us is an important exposition from the London Engineer of the causes of boiler explosions from the overheating of furnace covers when covered with water, and it is followed not the welfare of religion and the Church, to an

by a number of other articles of scarcely less

-From Turner Brothers & Co. we have received Appleton's Journal for November 6. and Our Boys and Girls for the same date.

Father Hyacinthe.

Father Hyacinthe's protest, it is said, may be-and from a Protestant point of view isa very fine and noble one; but what right has he to deliver it? Are we to understand that he has become, or intends to become, a Protestant? If so, well and good. He would, according to one section of his critics, vindicate his position as a consistent apostate: according to the other as an enlightened Christian. But how can he, as a Roman Catholic, venture to question the possible decrees of the forthcoming Council, and to imply that they may be such as he will not consent to be bound by? Is not the infallibility of the Church and its Councils part and parcel of Catholic belief? Yet he certainly does imply that the Council of next December may go wrong. Now we must confess that we do not see the relevancy of this question. Father Hyacinthe may intend to become a Protestant, though there is no sort of indication of any such design in his letter, and it may be true, as some of his critics have suggested, that it would be a very fine thing if he did. But with that we are not concerned here. No sensible man will suppose, at all events, that the considerable party which he represents are likely to turn Protestants en masse; and it becomes therefore a matter of some interest, when we reflect on the critical influence they may hereafter exert on the destinies of a communion including more than half the Christian world. to inquire whether we ought to tell them that, if they do not, they can only vindicate their consistency, not to say their honesty, by relapsing into Ultramontanism. Let it then be granted at once that a belief in the infalli-bility of Councils is universal, or all but universal, among Catholics, though we are not aware of any authoritative document of their Church which defines it. Does it therefore follow that they will be bound on their

principles to accept any decision what-ever, however little in accord with Scripture or ancient tradition, which may emanate from the assembly of next December? Surely there is a previous questioned to be determined first. Whether we maintain, with then, that General Councils are infallible, or say, with the Thirty-nine Articles, that "forasmuch as they be composed of men," etc., "they err, and sometimes have erred, even in things pertaining unto God," we still have to ascertain, in the first place, what is a General Council? One condition always laid down is that it should be lawfully convoked and universally received in the Church; and here at once room may be given for much variety of opinion in this or that particular case. Nor can it be said that such questions, however possible in the abstract, do not really affect the practical result. A glance at Church history will convince us of the reverse. About the authority of the first seven General Councils assembled before the division of East and West, no question has ever been raised by Catholic divines, but there the unanimity ends. The number of General Councils of the Latin Church since the separation is variously stated by different theologians, and those who agree upon the number do not always make it up in the same way. The first Council of Lyons (1245) and the Council of Vienne (1311) are, with abundant reason, excluded from the list by many theologians, and none but extreme Ultramontanes would reckon Leo X's fifth Synod of Lateran (1517) as Œcumenical. Objections, only less strong, may be urged against several more. On the other hand, Ultramontane writers have openly assailed the claims of the Councils of Pisa and Basle, and some recent Jesuit divines, like the authors of the Stimmen aus Mario Lauch, without venturing directly to assail the Council of Constance, have quietly dropped it out of their list. Yet these three were he most largely attended, the most weighty and influential on every moral ground, as well as in fact, of all the mediaval Councils, and their decrees received the express approbation of the Pope, if we except the later sessions of Basle, whose authority no one defends. More than this, when the illusory union with the Greeks was being patched up at the Council of Florence, it was formally styled the Eighth Œcumenical Council, thus passing over with a wet sponge the ten or eleven, according to the ordinary Latin reckoning, which had met since the second of Nice. On this ground alone, therefore, it cannot fairly be urged that Father Hyacinthe is inconsistent in holding his allegiance to the decisions of the future Council of the Vatican in suspense. while accepting as infallible the decisions of Nice or Ephesus or Chalcedon, especially if it should enjoin a belief inconsistent (say) with the decisions of Constance, by which he is

But there is another consideration of fully equal magnitude, dwelt on by Father Hyacinthe in the concluding paragraph of his letter, and urged at greater length by Senor Liano in the pamphlet lately reviewed in our columns. Theologians and canonists maintain, in obvious accordance with the dictates of common sense, that freedom of discussion at a Council is an indispensable condition of the validity of its decrees. Indeed when this condition is absent it is the merest mockery to speak of it as an Œcumenical Council at all, or as in any real sense representing the Church. It is one thing to say-what, we presume, would be the ordinary Catholic view that the Holy Ghost may be expected so to 'order the unruly wills and affections of sinful men" in a council, as eventually to bring out a true decision even from the most passionate and prejudiced wranglings of rival parties. It is quite another thing to say that He will guarantee the infallibility of decisions which are not, properly speaking, those of the Council at all, when it is simply convoked to register decrees prepared beforehand by an independent authority, and submitted, not to its discussion, but to its passive assent. Nor does it make the least difference whether the compulsion appfied be physical, as at the Robbers' Synod of Ephesus, or moral, as at many of the medicval Councils, or a mixture of the two. The infallibility of Councils, on any but the Ultramontane theory, depends solely on the infallibility of the Church which they are supposed to represent; and a Council which is packed. or coerced or cajoled into acting as the mere monthpiece of the Pope, does not really represent the Church at all. No council can be called free which is composed exclusively of bishops every one of whom is bound by the most stringent oath "to preserve, defend, increase, and promote, to the utmost of his power,

already bound. It yet remains to be seen

how far the forthcoming decrees will receive

the assent of the Church The refusal of

such assent has always been held conclusive

against the claims of, e. g., the Arian Synod of Rimini, and the Entychian decisions of the

so-called Latrocinium of Ephesus.

but "the rights, honors, privileges, and authority of the Holy Roman Church, of our Lord the Pope, and his successors," and "to observe, and make others observe, the decrees, ordinances, reservations, provisions, and mandates of the Apostolic See." It is, then, without any surprise, and still less with any inclination to charge him with inconsistency or unfaithfulness to his professions, that we find Father Hyacinthe protesting by anticipation against a possible, not to say probable, miscarriage of justice at "the august assembly" summoned to meet at Rome on December 8:-

"But if fears which I will not share were to be real-"But if fears which I will not share were to be realized—if the august assembly had no more liberty in its deliberations than it already has in its preparations; in a word, if it were to be deprived of the essential character of an Œcumenical Council, I would cry aloud to God and man to claim another, really assembled in the Holy Spirit, not in the spirit of party; really representing the universal Church, not the silence of some and the oppression of others."

Meanwhile, it must by this time have be-

come clear, even to the shortsighted clique of resolute obscurantists who pull the wires at the Vatican, that they cannot hope to carry matters their own way without a struggle, and that to extort from the Council an assertion of Papal infallibility is much more likely to imperil the unity than to secure the subserviency of the Church. A recent preacher on the Council, at Archbisaop Manning's 'pro-Cathedral' of Kensington, is reported o have told his hearers that for his own part he would not remain another day in the Catholic Church if it did not allow full scope for the reasoning powers. It is very satisfactory, of course, to be assured on good authority that Monsignor Capel finds full and free play for his intellect within the straitest limits of Ultramontane orthodoxy; but we have to set against this the fact that another preacher,

f perhaps almost equal celebrity, has a very pposite experience to record. Cardinal Caetan said, in his treatise on the relative authority of Popes and Councils, that "the Catholic Church is the born handmaid of the Pope." The Court of Rome is, to all appearance, determined to take an early oppor tunity of testing the correctness of his de-

FOR SALE.

RAILROAD FORECLOSURE SALE.—THE undersigned grantee in trust, and as Special Master in and for the Southern District of Ohio, in the case of Charles Moran, Trustee, against the Cincinnati and Zanesville Bgilread Company, pending in said Court in Chancery, by authority of the decree rendered in said cause at the October term thereof, A. D. 1889, will, on the first day of December, 1869, between the hours of 10 o'clock A. M. and o'clock P. M. of said day, at the door of the Court House of said Court, in the city of Cincinuati, Ohio, offer and cash, payable on confirmation of said sale by said Court out not for less than the minimum sum fixed by said

Court, namely one million three thousand nine hundred and sixty-eight dollars (\$1,005,968). THE RAILROAD, OTHER PROPERTY AND FRANCHISES, IN-CLUDING THE FRANCHISE TO BE AND ACT AS A CORPORATION OF THE CINCINNATI AND ZANES VILLE RAILROAD COMPANY IN THE STATE OF OHIO. If no sale shall be effected at the time and place above designated, the biddings will be adjourned from day day, or time to time, by proclamation, and pursuant thereto, will be continued to complete the sale. Posses ion of the premises to be delivered to the purchaser on confirmation and payment of the purchase money -comdiance in other respects with the terms of the order of

sale by the purchaser being also required. OHARLES MORAN, Trustee, And Special Master Commissioner. Address, New York City.

HUNTER & DAUGHETTY, Solicitors for Complainants.

Address, Lancaster, Ohio.

10 27 15t

PAPER HANGINGS.

MACLE, COOKE & EWING. LATE WITH HOWELL & BROS.

FRENCH AND AMERICAN PAPER HANGINGS

No. 1338 CHESNUT Street.

GEORGE F. NAGLE. H. H. COOKE, late of firm of Howell & Brothers. H. C. EWING. 9 24 fmw2m

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. 1033 SyrHNG GARDEN Street, below Rieventh. Branch. No. 307 FEDERAL Street, Camden, New Jersey. 2 255

ERRICK & SONS SOUTHWARK FOUNDRY,

No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868, DAVID JOY'S

PATENT VALVELESS STEAM HAMMER D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE.

RO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwf JOHN E. COPE. WILLIAM H. MERHION.

ESTABLISHED 1819.

The New York Dyeing and Printing Establishment, STATEN ISLAND,

No. 40 North FIGHTH Street (West Side), Philadelphia No. 18 DUANE Street and 752 BROADWAY, New York York.

This old and well-known Company are prepared, as usual, the blacket degree of skill, and the most approved This old and well-known Collipany at a proved with the bighest degree of skill, and the most approved machinery, TO DYE, CLEANSE and FINISH every variety of LADIES and GENTLEMEN'S GARMENTS, and FIECE GOODS, in their manal superior manner.

[6] GARMENTS CLEANSED WHOLE. [9 17 fmw2m NOTE—This is our only office in Philadelphia.

WIRE GUARDS, FOR STORE FRONTS, ASYLUMS, FAC-TORIES, ETC.

Patent Wire Raining, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by M. WALKER & SONS.

No. 11 N. SIXTHStreet.

FREDERICK SYLVESTER,

REAL ESTATE BROKER,

No. 208 South FOURTH Street, PHILADELPHIA.

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 \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington or Cristicid and intermediate stations.

for Crisfield and intermediate stations,
Express Train at 12 M. (Sundays excepted), for
Baitimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 409 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, Magnolla, 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-Fast, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train. WH.MINGTON TRAINS.
Stopping at all stations between Philadelphia and

Winnington.
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 725 A. M., Way Mail; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M. stepping at Mag.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Crock and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7.00 A. M. and 4.35 P. M.

The 7.00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Frachet Train, with Passenger Cor. attached.

tween Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 180 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 740 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. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi

dence by the Union Transfer Company.
H. F. KENNEY, Superintendent. 1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to

ton Railroad Companies lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARP. At 6-30 A. M., via Camden and Amboy Accom. \$2-25 At 8 A. M., via Cam, and Jersey City Ex. Mail. 3-90 At 2 P. M., via Camden and Amboy Express. 3-90 At 6 P. M., for Amboy and intermediate stations.

At 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 At 630, 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 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:20 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 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 At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 5 F. M. 107 Mottles ville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 Å. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADEL, PHIA DRYOT.
Via Connecting Railway.

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 Pare, \$2. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.

At 939 A. M., 4, 645, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, chenck's, Eddington, Cornwell's, Torresdale, Liolmesburg, Tacony, Wissinoming, Bridesburg, and Frankford,
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, 80 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M. S. and 19. P. M. lines.

M., S and 12 P. M. lines, BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, 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, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line consects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and interregisted stations of the strong control of the statement of the statement

termediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS. ROADS,
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, Moorestows, Hartford, Masonville,
iainesport, Mount Holly, Smithville, Ewansville,
incentown, Birmingham, and Pemberton.

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.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1190 A. M.,
230 P. M., 4416 P. M., 440 P. M., 615 and 11:30 P. M.
Leave West Chester from Depot, on Enst Market
street, at 625 A. M., 890 A. M., 745 A. M., 1045 A.
M., 135 P. M., 450 P. M., and 635 P. M.
Train leaving West Chester at 890 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, 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 and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-

tions above B. C. Junction will take train leaving Philadelphia at 440 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 8:30 A. M. and 2:00 P. M.
Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M.

WILLIAM C. WHERLER WILLIAM C. WHEELER,

General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia.

arrives at Eric.

arrives at Eric.

BERIE EXPRESS leaves Philadelphia.

arrives at Eric.

Williamsport.

**900 P. M.

arrives at Eric.

Williamsport.

**1000 A. M.

arrives at Eric.

**1000 A. M.

 Market street.
 TRAINS ARRIVE AT DEPOT, VIZ.:

 Cincinnati Express.
 245 A. M.

 Philadelphia Express.
 6-20 A. M.

 Eric Mail
 6-20 A. M.

 Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M.
 9-85 A. M.

 Cast Line
 9-85 A. M.
Fast Line	9-35 A. M.
Parkessurg Train	9-10 A. M.
Lancaster Train	12-30 P. M.
Eric Express	6-10 P. M.
Day Express	10-10 P. M.
Williamsport 900 P. M.	
arrives at Ecie. 1000 A. M.
ELMIRA MAIL leaves Philadelphia. 500 A. M.
Williamsport 610 P. M.
arrives at Lock Haven 730 P. M.
BASTWARD. 515 A. M.
Williamsport 915 P. M.
Williamsport 915 P. M. Day Express..... Pacific Express. Harrisburg Accommodation. For further information, apply to
JOHN F. VANLEER, Ja., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Denot. arrives at Philadelphia. ...
ERIE EXPRESS leaves Eric. ... Williamsport. ... arrives at Philadelphia 1 20 P. M.

"ELMIRA MAIL leaves Lock Haven 650 A. M.

"Willamsport 845 A. M.

"Arrives at Philadelphia 7715 P. M.

"UTFFALO EXP. leaves Williamsport 1220 A. M.

"Arrives at Philadelphia 715 P. M.

"Arrives at Philadelphia 295 A. M.

"Arrives at Philadelphia 295 A. M.

Express East connects at Cerry, Mail East at Cerry and Invincton, Express West at Irvincton, with trains of On Creek and Alleghery Liver Halfrand,

ALFRED L. TYLER, General Superintendent. 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, Alloona, Pa. AUDTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

No. 182 Sprace street Estate of Edmund Wilcox, HANDSOME FURNITURE, MIRRORS, PINE CAR-PETS, CHANDELIERS, KTC. On Monday Moreing, Nov. 1. at 10 o'clock, at No. 1422 Spruce street, by order

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION,
At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 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, Niagura Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. Nov. I, at 10 o'clock, at No. 1429 Spruce afreet, by order of executors, the entire furniture, comprising superior wainst parket suit, crin son rops; har desume recoption chairs, wainst chargers, centre tables, pair line Franch plate oval mantel mirrors, puse mirror, hall and dining-room furniture, extension table, line cut glass, French China dinner and tes ware, plated ware, chamber furniture, wardrobes, time hair and spring mattresses, feather beds, line Horsets and other carpets, chandellors and gas natures, kitchen atensits, refrigerator, etc.

The residence will be sold at 16 o'clock precisely, provious to sale of furniture. Lot 20 feet front by 30 feet deep. The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentowna, etc., and the 8'15 A. M. train connects with the Lebanon Valley train for Harristory, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Hayen, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schreichland Sangashapa trains for Northern Central, Cumberland Valley and Schreichland Sangashapa trains for Northern

Particulars in catalogues. SALE OF REAL ESTATE AND STOCKS, On Tuesday, Nov. 2, at 12 o'clock noon, at the Ex-

On Tuesday, Nov. 3, at 12 o close hoos, a change;—
ADDISON STREET, No. 1711—Genteel Dwelling,
BROAD (North), Nos. 217 to 225—Substantial Warehouse
and Large Lot.
BROAD (South), No. 109—Modern Residence,
ARCH, No. 1205—Valuable Residence, 20 by 137.
DOUK, No. 225—Valuable Hotel,
FILBERT, No. 1207—Modern Residence,
PINE, No. 234—Modern Residence,
SECOND (North), No. 702—Valuable Siora,
POPLAR, No. 1620—Valuable Residence,
BRIDGEPOET, Mentgomery County—Farm, Stone
Ouarry and Kilos. thumberland, Williamspori, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Fhiladelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:50 P. M.; arrives in Pottstown at 6:40 P. M. READING AND POTTSVILLE ACCOMMODATION, Leaves Pottsville at 5:40 A. M., stopping at all way stations; arrives in Philadelphia at 1e:15 A. M.

Returning, leaves Philadelphia at 5:45 P. M.; arrives in Reading at 8:40 A. M. Returning, leaves Philadelphia at 5:45 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 ELFVENTH (North), No. 336 Modern Residence, SIXTEENTH and CHRISTIAN, S. W. corner Residence,

lence and Stable.

PINE, No. 555 Store and Dwelling.

JEFFERSON, Nos. 2141 and 2145 Contoel Dwellings.

TASKER, Nos. 833 and 837 Genteel Cottages.

JUNIPER, No. 259 Genteel Dwelling.

RICHMOND, No. 424 Motern Dwelling.

RICHMOND, No. 424 Motern Dwelling.

RICHMOND, No. 1225 Valuable Suilding.

NECTARINE, No. 1224 Contoel Dwelling.

TWENTY SECOND (South), No. 529 Genteel Dwelling.

rives in Reading at 8 P. M., and at Pottsville at 9:40 . M. Trains for Philadelphia leave Harrisburg at 8-19 A. L. and Pottsville at 9 A. M., arriving in Philadelphia t 1 P. M. Afternoon trains leave Harrisburg at 2 . M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M. DAUPHIN, West of Twenty-lifth-Building Lot. WEST DE LANCEY PLACE, No. 2115 Modern Resi-

dence.
GROUND RENTS \$60 and \$25 a year.
STOCKS

100 shares of the Catasauqua Manufacturing Co.
40 shares Fitth and Sixth Streets Passinger Railway Co.
7 shares Farmers Western Market Co.
1 share Morcantile Library Co.
\$400 Pittsburg, Cincinnati and St. Louis Railway Co.
10 22 34 delphis at 645 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 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting BUNTING, DUBBOROW & CO., AUCTION-EERS, Nos. 202 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning.
November 1, at 10 o'clock, on four months' credit. 10 24 54 SALE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, ETC. ETC., On Tuesday Morning, Nov. 2, at 10 o'clock, on four mouths' credit. 19 27 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Nov. 4, at 10 o'clock, on four months' credit. 12 29 51

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sameom street.

Sale at No. 1023 Catharine street.
HOUSEHOLD FURNITURE, CARPETS, MIRRORS, ETC., ETC.
Co. Monday Marning,
Nov. 1, at 18 o'clock, at No. 1023 Catharine street, will be sold, the furniture of a family declining housekeeping, consisting of Brussels, ingrain, and Venetian carpets; wainut parler furniture; large pier mirror: framed engravings; chamber, dining-room and kitchen furniture, etc. stc. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1235 A. M. and 145 and 1009 P. M., and connecting at Harrisburg with Pounsylva-nia and Northern Central Rullroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-The furniture can be examined after 8 o'clock on the

C. D. MCCLEES & CO., AUCTIONEERS, Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 210 and 520 Å. M. and 445 P. M., passing Reading at 410 and 705 Å. M. and 610 P. M., arriving at New York at 1000 and 1145 Å. M., and 1020 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without LIPPINCOTT, SON & CO., AUCTIONEERS MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor. change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 200 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAUROAD.

BSCOTTS ART GALLERY, No. 1040 CHESNUT RAILROAD LINES.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 640 and 11:30 A. M., and 650 P. M., returning from Tamaqua at 8:35 A. M. and 245 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD. PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Trains leave Auburn at 5:55 A. M. and 329 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:85 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M. Leave Philadelphia at 6, 7, 8, 905, 10, 71, 12 A. M., 1, 2, 3½, 3½, 4, 4 85, 505, 5½, 6, 6½, 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, 2, 4, 4½, 5, 5½, 6, 6½, 7, 8, 2, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch. TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and

ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% Excursion Tickets from Philadelphia to Reading Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%, P. M. Reading and Pottstown Accommodation Trains, at

CHESNUT HILL RAILROAD.

reduced rates.
Excursion Tickets to Philadelphia, good for one Leave Chesnut Hill at 7:10, S, 9:40, 11:40 A. M., 1:40, 5:40, 5:40, 6:40, 8:40, and 10:40 P. M. day only, are sold at Rending and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates.

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

COMMUTATION TICKETS.—At 25 per cent. dis-ON SUNDAYS.
Leave Philadelphia at 9-15 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, 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
lane. SEASON TICKETS.-For three, six, nine, or The 5 P. M. train from Philadelphia will stop only CLERGYMEN residing on the line of the road at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7%

will be furnished with cards entitling themselves and wives to tickets at half fare.

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

FREIGHT.—Goods of all descriptions forwarded Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 196, 3, 4½, 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, 8½, 5, 6½, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only
at School lane and Manayank. to all the above points from the Company's new freight depot, Broad and Willow streets. MALLS close at the Philadelphia Post Office for all aces 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 4-25 A. M., 12-45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond

at School lane and Manayunk.
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

Pethlehem, Doylestown, Mauch Chank, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmet, Pittaton, Tunkhamock, and Scranton.
Passenger Trains leave the, Depot, corner of BEEKS and AMERICAN Streets, daily (Sundays exepted) as follows:— At 745 A. M. (Express) for Bethlehem, Allentown, At 135 A. M. (Express) for Bethienem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkhannock.

At 2-35 A. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chank, Wilkesbarre, Pitiston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1-35 P. M. (Express) for Bethiehem, Easton, Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and Hazleton At 5 co P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.

For Doylestown at 8 45 A. M., 2 45 and 4 15 P. M.

For Fort Washington at 6 45 and 2 9 45 A. M., and 11 30 P. M.

11:20 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

depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethichem at 9 00 A. M., 2 10, 4 45, and 8 28 . M. From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Fort Washington at 9-20, 10-35 A. M., and

3-10 P. M.
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.
Doylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4 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. Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

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

Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millylle, Vineland, Swedesboro, and all intermediate sta-

tions.
315 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
5-10 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-20 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 928 South DELAWARE Avenue.
Commutation tickets at reduced rates between Philadelphia and all stations. WM. J. SEWELL, Superintendent. Soutember 16, 1869.