Foreign Literary Items. -The autograph signature of Voltaire to a lotter in another hand was recently sold in

Paris for twelve france. -A work on 'Pictorial Effect in Photography" will soon appear in England. The subject is of importance.

It has been announced that the Hon. Edward Thistleton believes he has discovered the real Junius by means of an expert in handwriting, and intends to lay the evidence before the public.

-The reign of Satan upon earth is not so clearly over as some persons imagine. We notice that a periodical has been started which advocates keeping up wars as a means of training men to be heroes.

-The Leigh Hunt Memorial, the gratuitous work of Mr. J. Durham, A. R. A., was recently uncovered at Kensal Green, A selection of Leigh Hunt's best papers will be published in a cheap form, in honor of the

-The Bishop of Sura has published a bulky historical Memoir on the origin, nature and constitutional developments of his Church, to be submitted to the Œcumenical Council. The Bishop reviews the councils of the past, and lays down the rights of the Pope and Bishops.

—A fac-simile, from the rare original, small

folio of Caxton's "Statutes of Henry VII, 1489," the earliest printed book of English laws, is among Mr. Canaden Hotten's publications. It is edited, with notes and an introduction, by Mr. John Rae. It should be placed alongside of Bacon's "Life of the

-A fragment of a translation of the Mid summer Night's Dream, by Burger, has been printed by M. Bernays in the first number of the Archiv fur Litteraturgeschichte (Leipsic, Teubner), the quarterly continuation of the former annual Jahrbuch fur Litteraturgeschichte. The translation, according to the Revue Critique, is not of a character to add to the poet's fame, or to make us regret that he did not complete his work.

—An "Autobiography of Edward Wortley Montagu," son of Lady Mary, is among the announcements for the autumn. Westminster boy, sweep, Spanish muleteer, student, author, M. P., Papist, and finally Mohammedan, and all within two-and-forty years, the subject is of the greatest interest. We should like, however, to have, as in the case of the promised biography of Flora Macdonald, explicit details as to the documents on which the work is founded. At present, the public (as regards the Montagu biography) is kept completely in the dark.

-The London Athenaum says:-"A new series of the Breitmann Ballads may be soon expected. The principal poem is 'Hans Breitmann in Church,' and is based on fact. Mr. Robert Craig, an excellent actor, has readings from the Ballads in the

We are glad to see that Mr. Craig is getting a European reputation, but this special piece of information is new to us, as it probably is to him.

-The London Athenaum says: - Photographic portraits are likely to become as cheap as pippins-two or three a penny. We have seen "mechanical photographs" printed with printer's ink. They are necessarily as permanent as a printed text, and so easy of production that twelve thousand may be produced from a single plate in one day! They may be printed on any sort of paper, and with any width of margin. It is a complete revolution.

-Mr. B. Brogden Orridge has been busy among the Corporation and parochial records to good purpose. One result will be in a volume, to be published by subscription, by Mr. Hotten, entitled "The City Friends of Shakespeare, with some account of John Sadler and Richard Quiney, Druggists and Grocers of Bucklersbury, and their Descendants." Sadler and Quiney migrated from Stratford-on-Avon about the year 1600, the one being the near relative of Judith Shakespeare's godfather and the other her husband's brother. This matter comes from the parish books of St. Stephen's, Walbrook.

-Mr. William Michael Rosetti's new edition of Shelley's works will contain, among other unpublished pieces, large portions of a "Tragedy of Charles the First," The "Adonais" will be corrected from the original edition published at Pisa, which removes at least one important misreading from the received text-namely, the they of stanza xv. and has

Lost Echo sits afind the voiceless mountains, And will no more reply to winds or fountains, Since she can minic not his lips, more dear Than those for whose disdain she pined away Into a shadow of all sounds.

Mr. Rosetti's life of the poet will also contain fresh particulars, collected from private sources, and from a long unpublished correspondence of Shelley's in private hands. We hear now that the book will not be ready before Christmas.

-French literature is showing some activi-ty. M. Claretie announces his "Vie Moderne au Theatre." The "Hommes et Livres" of M. Merlet will be found, we expect, to be a continuation of the moral and literary essays, "Portraits d'Hier et d'Aujouri'hui." A more solid volume is promised in the "Histoire de la Litterature Greeque," by M. Burnouf. Not less attractive is the announcement of M. Feuillet de Conches' fifth volume of unpublished letters and documents referring to Louis the Sixteenth, Marie Antoinette and Madame Elizabeth. The "Memoirs of Berlioz" addresses itself to a general as well as a musical public; for the composer is to be seen there in his slippers. But the most amusing of all will be a book which we last week simply hoped might be, but which the Chronique Universelle new assures us is forthcoming,-the biography of the Marquis de Boissy, by his widow, the Countess Guiccioli. The Chronique photographs the hero in a single line, as 'Un gamin de Paris en habit de senateur.

Foreign Items.

-The demolition of the walls of Constantinople continues; and a find has been made of tombstones of the Varangian or Waring Guard, with familiar Anglo-Saxon and Norse names. A fitting place for their preservation would be the English cemetery at Scutari.

-The reconstruction of the Church of the Saviour at Antigone, one of the Prince's Islands, in the Sea of Marmora, has cost £6800, the Ottoman Government giving £2400. Of this the Sultan gave £1000, on the singular ground that his ancestor had destroyed the church.

-The reformed Brahmins, or deistical sect of the Brahmo Somaj, have opened their temple in Calcutta; but the number of members is still small, although it includes many of standing. Ladies' rights are acknowledged in a ladies' gallery. As an harmonium is provided, the question arises whether the ecclesiastical music is to consist of reformed Brah-

-As the Pope has included Freemasons (in combination with Bible societies) as especial subjects for censure at the Œcumenical Council, the Grand Master of Masons in France has summoned a general convention of the Masons of Europe at Paris, on the 8th of December, in which Freemasonry is solemnly to affirm the great principles o

its glory.

—After the Temple of Diana at Ephesus was burnt down, there were found in the ruins the arms of Achilles, a copy of the Iliad, and a cameo representing the nymphs of the Hyssus. M. Jules Janin says, that in the ruins of the recently-burnt Paris Hippodrome nothing was found but a pair of stays, a number of chignons, and the peacock's feather of some wench who was out in her Sunday clothes.

-On the occasion of the visit of the Eupress of the French, not only ladies of honor have been provided for her from among the native Christians, but the Mussulmans are represented by two unmarried young ladies, Nazli Khanum, eldest daughter of his Highness the Prince Mustapha Fazyl Pasha of Egypt, and Fatma Khanum, daughter of the Prince Halim. Each of these young ladies speaks French as well as her father, and dances too. This arrangement not only provides for the representation of Mussulman civilization, but has been made a means of pressure on the Viceroy's purse in bringing him to terms, by placing the daughters of his rivals in so prominent a place near the Empress whose protection he courts.

-A strange expression of the old feeling against "interlopers" has emanated from the Government of India in proposing, not merely to discourage the introduction of English mechanics into India, but seeking to prohibit any Englishman "with a large family being engaged in any minor civil employment under Government." With this view it is sought to train natives for skilled employment. The Indian press regard the movement as a protest against English settlement in the hills, which will endow India with a resident English population, and create a strong public opinion. It seems hard that the empire of India should be closed to the employment of Englishmen: and it is asked. will the Duke of Argyle sanction the measure to which his consent is asked?

-A cargo of antiquities has just been conveyed from Smyrna to Malta by H. M. S. Antelope. They consist of a large and interesting collection of sculpture, architectural marbles and inscriptions, recently excavated at Prime, in Asia Minor, by Mr. Pullan, on account of the Dilettante Society; several cases of inscriptions, discovered by Mr. Wood (once a young architect of great promise, in London), at Ephesus, in the excavations carried on there under the direction of the trustees of the British Museum; a curious archaic head of colossal size, discovered by Mr. Consul Dennis near Smyrna, together with some fragments of very ancient pottery, the fruit of his diggings in the tumuli, near the lake of Gyges in the neighborhood of Sardes. All these antiquities will shortly be forwarded to England.

-We take the following from the London Athenaum:-The following notes about a man of considerable ability, whose name has been overlooked by Fame, and whose works are, though admirable, not easily recognized, may be acceptable to many students in the history of English Art in the earlier half of the last century. Andrew Lawrence, an almost unknown English engraver, natural son of Andrew Lawrence, apothecary to Queen Anne, was born in 1708, in College Court, Westminster. Showing, while quite a child, a marked feeling for and power in Art, he was put to learn drawing under "old Monsieur Regnier," a printseller and drawing-master in Newport street, Soho. He seems to have been a remarkable youth, endowed with potent facility in studies; for he early acquired a sufficiently fluent knowledge of French, Latin, Italian, and German. He became proficient in music, as practised on the violin and German These accomplishments were addiflute. tional to his skill in painting in oil and with cravons. On the death of his father, Andrew Lawrence the younger found himself masmas of his fortune, and, influenced by one Riario, set about finding the arcanum for the transmutation of other metals into gold. By this unhopeful proceeding he soon lost his fortune. Ruined by this means, he went, in the first instance, to Bologna, thence to Paris, where he was employed by Le Bas, and for him etched many fine and well-known plates for engraving. For this work he was paid at the rate of thirty sols, fifteen pence, a day. Among the more famous examples of his work in this manner are the "Halte d'Officiers," "Les Sangliers Forces," "Halte de Cavalerie," all after Philip Wouvermans; "Le Soir," after Berghem; the "Courier de Flandres," after Both. These celebrated specimens of engraving were little suspected as the work of an English etcher: they were finished by Le Bas, but not always improved by the hands of the latter, as good impressions do not fail to show. He next worked for A. Pond, the printer, and produced plates which were completed by Jean Audran, Among these were "La Maison," after Wouvermans. Andrew Lawrence died on the 8th of July, 1747, and was buried in a timber-yard outside the gate of St. Antoine, Paris, at that time the usual place of interment for heretics. The memoir from which these notes are drawn was written in 1785, by Thomas Major. It contains a record of other plates by A. Lawrence, comprising thirty-five works in all. He wholly engraved "Saul and the Witch of Endor, after Salvator Rosa; etched "Les Adieux, after Wouvermans, which was engraved by Laurent. That admirable print, "Le Courrier de Flandres," after Both, owes its better qualities to him; also "Les Sangliers Forces."

Permanent Photographs.

The Philadelphia Photographer copies front La Patrie, of September 14, the following article by Mr. Samuel Henry Berthold, the Art correspondent of that journal?-

In a volume having for tittle "The Tomb of Folly," by De La Martiniere, the King's Physician and Operator, and published at Paris about 1650-it bears no date-the author inveighs with violence against the reality and possibility of the philosopher's stone. In return, he declares "that it is only by making captive a ray of the sun, the father of all nature's works, that we can obtain the transmutation of metals. So long as you do not make it your vassal at discretion.

says he, 'never expect to make gold." It was reserved for the nineteenth century to bring to a successful termination this con-

quest of a ray of light. In the ordinary photographic picture we fear the long-continued action of the light which has created it, and which destroys its own child, calling to its aid dampness and

Happily, enamel photography fears neither light, dampness, the action of the air, nor time itself. The operations by which a durability without limit is given to the fugitive images drawn by the sun are but little known. Follow me to Mr. Mathieu Deroshs's, where chance led me the other day, and see

how he proceeds. He commences by taking a negative image on glass by the ordinary methods, and by means of this negative he obtains a positive image, also on glass, with which he produces

universal human right, which are its basis and its glory.

—After the Temple of Diana at Ephesus coating of collodion on the glass will become detached and float on the surface of the water; then, by a dexterous and delicate action of the hand, slip under the image an enamel plate, upon which the pellicle will fix itself; withdraw this plate and allow it to partly dry; then, by means of a sieve, lay on a coating of finely powdered metallic oxide; and, to the great surprise of the spectator, this powder fixes itself strongly on the black and dark parts, whilst it tints but slightly the gray parts, and does not touch the white and reserved parts.

This is a hygrometric phenomenon easier to state than to explain. After a few minutes of repose, the plate

is held inside the mouth of a muille, heated with coke to twelve hundred or fourteen hundred degrees. A light vapor soon appears over the piece of metal; it is the collodion that burns and disappears. Then a sort of small shovel, which supports the plate, introduces it into the deepest part of the muffle, and shortly after withdraws it, heated to a white heat, to place it on a piece of wood, which slightly scorches by the contact. By degrees the plate becomes cool, and acquires a dark-green tint, which gradually becomes lighter, and finally disappears, leaving the primitive image of the photograph now in-

delibly reproduced. I cannot describe all the emotions that the spectator feels during this series of operations, which seems at every moment about to destroy so delicate a piece of work by exposing it alternately to the action of water and fire. The result is absolutely permanent pictures.

Not only are obtained enamels which reproduce with all their minutise the tints of the photograph, but it is possible to give to these enamels the most varied colors: and for this, recourse is had to metallic oxides, of different kindsi as is done in the decoration of porcelain. These oxides, for the most part, before undergoing the operation of coction, are of an entirely different shade from that which they take on coming out of the muffie.

There is another method of giving to photography, confided to paper, if not the durability of the enamel, at least assurance against the action of light, of dampness, and of the decomposition of the chemical agents; which all tend to its destruction, etc. etc. I allude to Woodbury's printing process, now being worked by Messrs. Goupil & Co., in Paris.

Was not Mercier right when he says in his Tableau de Paris that most of the discoveries of the human race may be likened to Esopus replying to those who questioned him about his route, "that he did not know whither he was going?" Niepce and Daguerre, did they ever dare hope that their idea would reach so rapidly this important progress with its triple result: the perfection, durability, and popularity of the work which they were the first to make light furnish?

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At 8 and 10 A. M., 12 M., 2, 3-30, 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, Fiorence, Burangton, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
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(upper side).

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At 530 and 1045 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.
At 730 and 1045 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

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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 Frankford.
The 9-30 A. M., 8 and 12 P. M. Lines will run daily.

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At 7:39 A. M. and 3:39 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:39 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 intermediate techniques.

camben and Burlington county and Pemberton and Hightstown Rail-

ROADS.

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At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Moorestowe, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Years and Hartford, Masonville, New Years and Hartford, New York, New York, and Hartford, New York, New York, New York, New York, and Hartford, New York, At 7 A. M., 10r 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, Imiaystown, Sharon, and Hightstown.

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Takes effect November 1st, 1869.

Fifteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:

At 745 A. M. (Express) for Bethlehem, Allentown, Nacch Charles 1864 (1988) Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buildo,

connection with the ERIE RAILWAY for Buildlo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:55 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Variety. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

nd Matica Chunk. For Doylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 645 and 1045 A. M., and 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,

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From Bethlehem at 9 A. M., 2:10, 4:45, and 8:25 P. M. From Doylestown at 8:25 A. M., 4:55, and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9-20, 10-35 A. M., and 710 P. M.
From Abington at 2 25, 4 25, 6 45, and 9 35 P. M.
ON SUNDAYS.
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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.

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PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1859, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West 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.
" arrives at Eric. 10-00 A.
ELMIRA MAIL leaves Philadelphia. 8-00 A.
" Williamsport. 6-10 P.

" Williamsport..... 6:10 P. M
arrives at Lock Haven... 7:30 P. M EASTWARD.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.
On Saturday the 225 P. M. train will leave at 430 P. M.
Passengers are allowed to take weekly

P. M.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, sible for an amount exceeding for the same, unless special contract is made for the same, HENRY WOOD, 11 1 President and General Superintendent.

W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper 'erry), at '15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate sta-

tions. 3-15 P. M., Mail, for Cape May, Miliville, Vineland, 3.15 P. M., Mall, for Cape May, Multille, Vineland, and way stations below Glassboro. 3.30 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 5.30 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.

RAILROAD LINES,

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Canadas,
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At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Heturning, 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 Falls, Buralo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Wikesbarre, Pittston, York, Carilsie, Chambersburg, Hagerstown, etc.

The 7:30 A, M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 5:15 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 Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8-30 P. M. for Reading,
Pottsville, Harrisburg, etc., coanecting with Reading and Columbia Raifroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Fhiladelphia at 8-49 A. M., Returning, leaves Philadelphia at 4-30 P. M.; arrives in Fottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M., and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 16-15 A. M.; arves Pottsville at 8-40 A. M.;

Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 240 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphie 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 540 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted.

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

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M.

PERKIOMEN RAILROAD.

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 Perklomen Valley con nect with trains at Collegeville and Schwenksville. h trains at Collegeville and Schwen! COLEBROOKDALE RAILROAD. 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

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

Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1225 A. M. and 145 and 1002 P.
M., and connexting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Battimore etc. more, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., arriving at New York at 10:00 and 11:45 A. M., and 10:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Temont, returning from Harrisburg at 7:35 and 11:50 A. M., and from Tremont at 6:46 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.

Execusion Tickets from Displayed the second 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 day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolla, General

Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, be

tween all points, at \$52 50 each, for families and firms.
SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

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

EXCURSION TICKETS from PhBadelphia 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 forwards to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

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

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, THINTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD, The trains of the Pennsylvania Central Raliroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Lepot. 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 | No. 901 Chemical | No. 901 Che

Cincinnati Express.
Eric Mail and Pittsburg Express. rie Mail and Pittsburg Express. 9-30 P. M.
rie Accommodation. 11 00 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and buggage delivered by 5 P. M., at No. 116

Market street. TRAINS ABBIVE AT DEPOT, VIZ. : TRAINS ABBIVE AT DEFOY. 2.2.

Cincinnata Express. 245 A. M.
Philadelphis Express. 6-29 A. M.
Erie Mail. 6-20 A. M.
Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M.
Parkesburg Train. 9-10 A. M.
Lancaster Train. 12-30 P. M.
Calo P.
Calo P. M.
Calo P.
Calo

Lancaster Frain 9:40 A. M.
Eric Express 6:40 P. M.
Day Express 130 P. M.
Pacific Express 5:48 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not as-The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, 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 II. WILLIAMS, General Superintendent, Altoona, Pa. AUDTION SALES.

BUNTING, DURBOROW & CO., AUCTION BANK atreet. Successors to John B. Myers & Co.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, KTC. FTC. On Friday Morning.

Nov. 5, at 11 o'clock, on four months' credit, about 200 pieces ingrain. Venetian, list, hemp, costage, and rag carpetings, oil cloths, rugs, etc. 10 30 5t

SPECIAL SALE OF HANDKERCHIEFS, EDGINGS, INSERTINGS, COLLARS AND GUFFS, GENTS FURNISHING GOODS, ETC.

On Friday Morning.

Nov. 5, at 10 o'clock, on four months' credit, embracing full lines tape-border, beaumed, homstitched, mourning, embroidered, and printed handkerchiefs, corahs, Hamburg eggings, and insertings, linen collars and cuffs, etc., of a well-known importation.

Also, hostery, gloves, travelling shirts, shirts and drawers, suspenders, umbrellas, tailors trimming, etc., etc.

A full line gents', ladies', and children's gloves, of all escriptions, of a favorite make.
A full line of sable, mink, martin, squirrel, and Astrachan

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning.
November 8, at 10 o'clock, on four months' credit. Il 25t SALE OF 2001 CASES BOOTS, SHOES, ETO.

Nov. 5, at 18 o'clock, on four months' credit. 118 5t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
DIFFANUT Street, year entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1110 Chesnut street.

Sale at the Auction Store, No. 1110 Chesnut street.

SUPERIOR NEW AND SECONDHAND HOUSE.

HOLD FURNITURE, Velvet, Brussels, and Ingrain Carpets; Damask, Reps, and Lace Curtains; Mantel, Pier, and Chamber Ginsses; Parlor Organ, Rusewood and Mahogany Case Piano Fortes, Two Fireuroof Safes, Spring and Hair Mattresses and Bedding, Fine Silver-Plated Ware and Ivory Handle Cutlery, Decorated Chim. Chamber Sets, Oil Paintings, Chromes and Engravings, Chinese Whatrots, Clothes Hampers, Gardes Seats, Office Decks and Tables, Cooking and Gas Consuming Stoves, Unina, Ghasaware, Etc. Etc.

At 9 o'clock, at the auction store, No. 1110 Chemut street, will be sold, by catalogue, about 1800 lots of New and Seconochiand Furniture, comprising parler suits, in procatelle, plush, reps, and halr-cloth; walnut centre and bounest tables, with brocatelle, Tennessee and Lisbon marble; about 25 suits of chember furniture, finished in oil and varnish, with wardrobes to match; library suits, oak and walnut dining-voom furniture; secretaries and beckenses; Spanish, library, recking, and reading chairs; oak and mahogany plano-fortes; mirrors; paintings; Clima; glassware; stoves; etc.

STOCK OF NEW CARINET FURNITURE.

China; glassware; stoven; etc.
STOCK OF NEW CABINET FURNITURE.
About 10 o'clock, on Friday, will be sold, the Stock of a Furniture Store, comprising elegant suits of parlor furniture, covered in plush, repe, and hair-cloth; wainut chamber suits insisted in oil; cottage suits; imitation oak and walnut bookcases; centre tables; hat racks; dining-room and chamber chairs, etc., made in the best manner for retail sales. etail sales. REPS, DAMASK, AND LACE CURTAINS.—At the ame time will be sold, about 20 damask and reps lambre

urns and curtains.

DIAMOND CLUSTER PINS—At 1 o'clock, will be old, two cluster diamond pins, with 13 and 22 stones. [it M. THOMAS & SONS, NOS. 189 AND 141 LIPPINCOTT, SON & CO., AUCTIONEERS C. D. MCCLEES & CO., AUCTIONEERS,

MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT Street, rear entrance from Minor. PSCOTTS ART GALLERY, No. 1626 OHESNUT RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 4 35, 5 05, 5½, 6, 6½, 7, 8, 9, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 7, 7%, 8, 8*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8*20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9*15 A. M., 2, 4*05, 7, and 10% P. M.
Leave Germantown at 8*15 A. M., 1, 3, 6, and 9%

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3M, 5M, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7 10, 8, 940, 1140 A. M., 140, 540, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.

925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7%, 9, and 11 of A. M., 1%, 3, 4%, 5, 5%, 6%, 805, 10 of and 11% P. M.
Leave Norristown at 540, 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.

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% 2. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 5, 3, 4%, 5, 5%, 6%, 8 05, 10 05, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 8%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only 15 check lane and Manayank

at School lane and Manayunk, ON SUNDAYS. Leave Philadelphia at 9 A. M., 25, 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.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washingwill leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castla,
Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasse'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.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 1100 A. M., 230, 500, and 700 P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

1.cave Wilmington 6:36 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:16 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.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mall; 9-25 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, Perlyville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

H. F. KENNEY, Superintendent. CHESTER AND PHILADELPHIA

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11-90 A. M.,
2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.
Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A.
M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.
Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 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
West Chester at 7:45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4:40 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
arrival.

ON SUNDAYS.

arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at 9-30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 705 A. M.

WILLIAM C. WHERLER. General Superintend