The reunion of the two leading branches of the Preabyterian Church in the United States is now practically an accomplished fact. The negotiations which have been pending between the General Assemblies of the two parts, ever since their providential meeting in St. Louis in 1866, having at last been brought to a satisfactory termination, have now been acted upon by the lower judicatories. The proposal made was simply that the reunion be effected upon the basis of the Holy Scriptures and the original, unchanged standards of doctrinal government of the Presbyterian Church. This has been formally submitted to the Presbyteries, just as a constitutional amendment is sent down to the State Legislatures; and although it was not constitutionally necessary that there should be more than a majority of Presbyteries in its favor, the requisition by the Assemblies that two-thirds of the Presbyteries should ratify has been more than satisfied. The chief opposition has been in the Old School, the votes, so far as received, being as fol-

Presbyteries Voting Against the Proposed Basis of Reunion.—West Lexington, 3 for, 5 against; Brazil, 2-3; Hudson, 12-19.

Presbyteries Voting for the Basis, but no Ununimously,-Northumberland, 45-1; Po tomac, 12-4; West Jersey, 28-6; Baltimore, 23-12; Burlington, 7-5; Raritan, 22-1; Donegal, 20-2; New Castle, 27-9; Huntingdon, 38-23; Carlisle, 44-6; North River, 18 -2; Lafayette, 12-3; Potosi, 8-1; Newton, 13-4; Concord, 2-1; Rock River, 14-6; Warren, 19-6; Steubenville, 42-1; Chicago, 33-4; Zanesville, 21-11; Bloomington, 31-7; Luzerne, 26-3; Fairfield, 26-3; Long Island, 29-2; Vincennes, 12-5; Lewes, 7-6: Sangamon, 20-2; Louisville, 8-6; Missouri River, 14-2; Des Moines, 21-1; Fort Wayne, 17-3; Indianapolis, 15-1; Susquehanna, 14-2; Palmyra, 17-1; Philadelphia, 21-4: New York, all but one in favor; New Orleans, 6—1; Dubuque, 21—7; W. Reserve, 9—1; Transylvania, 12—6; Schuyler, 21—1. Presbyteries Voting Unanimously in Favor.

-West Virginia, Philadelphia Second, Connecticut, Elizabethtown, Maumee, Vinton, Redstone, Paducah, St. Clairsville, Neosho, New York Second, Columbus, Nashville, Topeka, Iowa, New Albany, Muncie, Franklin, Wooster, Logansport, California, St. Paul. Mohawk, Oregon, Marion, Palestine, Crawfordsville, Findlay, Washington, Genesee River, Londonderry, Oxford, Holston, Milwaukee, Lake, Peoria.

This makes a total of 80 out of the 143 Presbyteries; but later information warrants the assurance that the full two-thirds have positively ratified the basis.

The spirit with which the two bodies approach each other is, of course, only partially displayed in these votes. There has been a pretty strong opposition, during the discussion of plans of reunion, now thrown aside, among most of the Northwestern pastors in the New School: but it is positively understood that that opposition is entirely withdrawn, and that the attitude of the Old School, as shown in the General Assembly last May, will give general satisfaction to those parties. So far as ascertained now only five Presbyteries remaining to be heard from-there have been but two votes cast on the New School side (one in Albany, one in the District of Columbia) against the reunion, but not otherwise a single voice uplifted. either in Assembly or Presbyteries, against reunion on the present basis. In the Old School, as the votes show, there is still a very different sentiment, but many of these are to be explained. For example, there are several of the professors in Princeton Seminary (the chief bulwark of Old School orthodoxy), who vote in the negative for the sake of consistency with their previous declarations, but who will not only not stand in the way of the settlement of affairs, but will sincerely and heartily aid it. This will be the disposition (it is believed by those who should know) of most of the Old School leaders who have been prominent in their opposition to the bases of 1867 and 1868.

The Breckinridges do not come into the new dispensation kindly. The venerable Doctor, Robert J., has resigned his professorship at Danville in a characteristic letter, in which he declares his intention not to surrender, as a Director of the institution, his power of dissent from any action which a General Assembly "whose term of existence has been prolonged in so extraordinary a manner" may force, or endeavor to force, upon that school. The fire of animosity which the Pampresbyterian Convention (Philadelphia, 1867) kindled in the patriarch's breast does not seem to be even smouldering; but he is the only man who has taken a stand of unconditional hostility against reunion. Dr. William Breckinridge, at last accounts, was preaching against the movement; but he has retired from his late prominent posi-tion in council. The redoubtable Stuart Robinson, who is anti-everything, is of course vigorous in his enmity to the work of love; but he has found cause to bring his Free Christian Commonwealth to an end (having sold it to The Christian Observer of Richmond), and has changed editorial for personal cares, being now in the Northwest

seeking health.

The most curious phase of opposition to the reunion of the Presbyterians comes from The Church Union, which deprecated the results of the May Assemblies as indicating an exclusive preference for Calvinism over general Christian charity, and feared an increasing tendency in such a direction. But as this seems to call up the whole subject, it may be remarked that there is a very widespread feeling that this is but the first step towards Christian reunion; that the end sought by the Pampresbyterian Convention, by the recent Evangelical Council in New York, and by all the "Christian Conventions" which in the last two or three years have been the expression of an "evangelical-catholic" feeling, is nearer, by reason of this reunion of the New and Old School Presbyterians. It was felt and said, at the first-named Convention, that reunion among all American Presbyterians could not well advance until the sympathies between the two already nearest together could have fully developed; but that the general might very soon follow upon the particular reunion.

There is a plan (the result of the Philadelphia Convention) still pending, after a sort, to reunite on a common Presbyterian platform the New School, Old School, United, and Reformed Presbyterians-omitting in this category the Cumberland people, who voluntarily withdrew on account of their own Arminianism, and the Reformed (Dutch), who never came fully into the movement This matter is waiting, by a sort of general consent, for the consummation of the Old and New School reunion. After that, some new developments may be looked for. The singular, inconsistent course of the Reformed Presbyterians in 1868, in suspending the very man-George H. Stuart-who had been the

Pampresbyterian Convention, has made the result of the reunion efforts very different, without doubt, from what it would have naturally been. The more influential portion of that denomination, as is well known, made common cause with Mr. Stuart, and have by their withdrawal seriously reduced the size and yet more weakened the influence and importance of that denomination. Several congregations of these have already gone clean over to the bodies now uniting, but more, perhaps, are waiting to see their way clearly. The reunion can hardly fail to bring good to this dismembered portion of the Presbyterian

In the United Presbyterian Church the war of Scotch orthodoxy and American fellowships has also waged severely; and some have already come from the communion, too, to the Old or the New School. As for the denomination whom we used to know as the "Dutch," now "the Reformed Church in America," there is a decided though still quiet tendency on the part of some of the best ministers toward the general reunion. The disaffected, of course, stand aloof and do not fully rejoice in the prospect of the Old and New reunion. There remain in this category only the "Plan-of Union" churckes; unless we consider also the few Welsh Calvinistic Methodists, who may follow the example of their transatlantic brethren by-and-by, though they have not begun yet. They are really and to all intents Presbyterians. The Planof-Union churches are not numerous, being still, as of old, chiefly on those common or neutral grounds where harmony helps Congregationalism and Presbyterianism better than separation. Such as do still remain will, it is anticipated, either become fully Presbyterian, or else go altogether over to the Congregationalists. Of course, the reader will understand that these mixed churches are all New, and none Old School. The Presbytery (N. S.) of Huron did, indeed, express a somewhat resolute opinion to Assembly last spring, denying the right of Assembly to interfere with those churches so constituted. There will, however, probably be no difficulties upon this ground. Such is the relation which the pending reunion of Old and New Schools bears to the various branches of the Presbyterian family with which there is any present hope of union. The Presbyterian Church South is understood to feel itself more alienated than ever from its ancient associate, the Old School branch, now that the latter has taken the slavery-hating New branch to its heart.

The work of practical reunion has not been left entirely to the judicatories. The organs of the two branches in Cincinnati-The Presbyter, edited by J. G. Monfort, D. D., Old School, and The Christian Herald, the Rev. Clement E. Babb, New Schoolhaving long been on terms of warm intimacy, particularly in the cause of reunion (for which Dr. Monfort has been a leading advocate), have within a month united in one under the title Presbyter and Herald, and are endeavoring, with marked success already, to give the Church a better Presbyterian (weekly) newspaper than the West has ever had before. The North- Western Presbyterian, a Chicago journal of the McCormick or Southern type, has been merged into that venerable bulwark of the faith (O. S.) in Pennsylvania, The Presbyterian, with which some expect, though perhaps prematurely, to see the Philadelphia New School organ, The American Presbuterian, soon united. The American Presbyterian, soon united. The Evangelist (N. S.) and The Observer (O. S.), both in this city, do not give any indications of fusion, while both have from the first been cordial advocates of reunion. The Presbyterian has been a cautious friend, but The American Presbyterian has been the representative of the Northwest opposition (previous to this year) in the New School.

Not a few churches, in towns where an Old and New Church have been neighbors, have undertaken formal reunion on their own account, and after the ordinary work of joint committees, plans of reunion, etc., have actually come together in advance of presbyterial or synodical fusion. One of the most recent cases of this is that of the Church (N. S.) of Traverse des Sioux, Minn., 48 members, and that of St. Peter's (O. S.). 42 members.

An interesting feature in connection with the reunion will be the invalidation of such precedents as have formerly been established in one branch and not the other. In either General Assembly there have been "deliverances" upon many subjects which afford precedent for subsequent cases of a like nature. By the fourth of the "Concurrent Declarations" appended to the Plan (of 1869), all such precedents fall to the ground unless they have been established not in one, but in both Assemblies. There are, of course, a great number of these; but the following will show the bearing of the "declaration" upon some matters in the future polity of the

united Church:-1. The Old School decided, in 1842, that marriage with a deceased wife's sister was unscriptural. This has never been a subject of New School action, and the reunion will therefore relieve that considerable majority of Old School people who have long since ceased to believe in this curious doctrine. 2. Roman Catholic baptism was declared invalid by the Old School Assembly in 1845; an indefinite postponement of the subject in the New School in 1854 will leave this undecided in the united body. 3. The Old School condemned the practice of sitting in time of public prayer, and that of the reading of sermons in church by laymen in the absence of clergymen, in 1849, both of which are common usages never discountenanced in the New School. 4. But most interesting and important of all are certain "deliverances" in which the former spirit of the Old towards the New School had its effect, and others concerning the Southern churches. That action of the Old School majority in 1837-38, which ruled out the commissioners from five synods, will, of course, necessarily and purposely become invalid under this plan, thus making the reunion, in its strictest and most legal aspect, consist in the mere repeal of the Exscinding act of 1837. The action of the Old School Assembly in 1865, too, by which the churches adhering to the Rebellion were cut off from the Church, becomes invalid, as it of course had no counterpart in New School action; and this effectually opens the door for the return of those churches, if a repentance sufficient to make them seek to return should take possession of their hearts. It should be added here that Professor Charles Hodge (O. S.), of Princeton, who has long been

sults such as those above-named. The adjourned sessions of the two Assemblies will begin on Wednesday, November 10, in Pittsburg, the Old School meeting in the First and the New School in the Third Presbyterian church. Their business, both separate and common, is to be conducted in separate sessions, the actual meeting together of both mover, in their own previous Synod, of the Assemblies in one not being in order until

the leader of opposition to reunion in his

branch, asserts in the Princeton Review (July,

1869) that the "Concurrent Declarations" pro-

posed with the Basis are not binding, only

the Basis itself being in question. It will evi-

dently be impossible, however, to avoid re-

May, 1870. New Commissioners will of course compose the Assemblies (or Assembly) of 1870, but those who will assemble in Pittsburg next week are to be the same persons who were in the assemblies last May. It is pro-bable that the New School will sit until Saturday or Monday, and the Old School a day or two longer, but this is only conjecture. district business concerning each body will probably be completed before reunion matters shall be taken up. In the New School the chief business remaining over is a report concerning the propriety of a clerical sustentation fund (on the Scotch plan); another relative to liturgical forms for baptismal, marriage, and burial services; another on unem-ployed ministers, another on dancing, etc. In the matter of reconstruction there are

several important features. The united Assembly will be so large that the ratio of representation must be altered. Presbyteries now send one commissioner to Assembly for every 24 minsters; this will, probably, be raised to 36. The boundaries of synods and presbyteries will have to be entirely rearranged, as many occupy within identical, or nearly identical, limits in the two branches respectively. Thus the New School Synod of New York and New Jersey is upon the same ground, mainly, with the two Old School Synods; one of New York and the other of New Jersey. The Presbyteries of Brooklyn and of Long Island, New School, have the same location with the Old School Presbytery of Long Island; and so on throughout the Church. Rearrangement in the Western synods and presbyteries will be of incalculable value to them. This matter will, probably, be in the hands of a committee of reconstruction, appointed by the united Assembly of 1870, and to sit during its sessions. The rearrangement, sometimes entire reorganization, of the Boards and Committees through which the benevolent operations are conducted, will also be a laborious undertaking. These are identical in number and purpose in both bodies, only having different titles; the Old School calling their agencies Boards (after a long and dry controversy from 1855 to 1860), and the New School, permanent committees. They are as follows:-Foreign Missions, Home Missions, Freedmen, Education for Ministry, Church Erection (N. S.), or Extension (O. S.), Publication, Ministerial Relief (N. S.), or Disabled Ministers' (O. S.) Fund. 1. The New School make their contributions, through their Committee, to the American Board of Commissioners for Foreigu Missions (a corporation chiefly of Congregationalists); but doubtless the united Church will withdraw formally from this connection (while leaving churches at liberty, as hitherto, to contribute their contributions to the "American Board," though desiring them to do otherwise), and endeavor to make the present highly satisfactory Old School Board the chief channel of Presbyterian aid to Foreign Missions, 2. In the home field preference seems likely to be given to the New-School Committee, as already expressed by Old School as well as New School men. There will need to be, however, two secretaries for so immense a field. Dr. Henry Kendali is the N. S., and Dr. G. W. Musgrave the O. S. Secretary at present. 3. The Church-Extension interest is at present in such an undetermined condition that the whole of both bodies will probably be reconstructed, with two secretaries, as in the case above. The Old-School Board is located in St. Louis. This plan will probably be broken up, and New York be headquarters for this agency, as it now is for all the New-School committees except that of Publication. 4. Freedmen. This is a sub-committee of Home Missions in both branches, and both the present secretaries will very probably be continued. 5. Education. 6. Ministerial Relief. Each of these agencies will be consolidated, as the last two. 7. Publication. There are at present two considerable properties of the United Church in the City of Philadelphia; the Old School Publication House, No. 821, and that of the New School No. 1336 Chesnut street. A plan that has been talked of somewhat proposes the sale of the former, and the application of the money to the support of the second, which has much the better location and edifice. Then a new house may be established, additionally, to be located in this city, and be the chief centre of Presbyterianism. This plan proposes no Western house, as the idea of locating all the agencies of the Church at one point, rather than spreading them out in many cities, finds

most favor. The Presbyterian Church, when this reunion shall have been fully accomplished, will give the following statistics of its remaining divisions, as reported last year: -

mg divisions, as re			orana a	
	Preaby			Commu
the state of the s		Churches.		
United O. S. & N. S	251	4827	4130	431,463
United Presbyterian.	. 54	400	401	66,613
Refor'd Presbyterian		6.6	77	8,437
Associate Synod		40	12	1.09
Associate Reformed		4		
New York			16	1,63
Associate Ref'd, Sout			68	11100
Ref'd Presbyt'n, Sout			63	5,82
		1500	1500	130,00
Cum. Presbyterian.		1298	788	20 H & 12 H
Presbyterian South	. 160	1200	¥10498	76,94
Totals	458	7565	6053	722,05
		Old and	2 37	Cl. L.
The figures of	tne	Old and	1 New	Schoo
divisions at praya	at / 3	Tow TSG	Orto (1)	as fol

SEE SACROPARIS CHE PURCHER	Carmen's a	CONTRACTOR CONTRACTOR	
lows:—			
Presbyteries Synods Ministers. Communicants. Contributions (for the year) to Home Mis-	9,881 258,908	N. S. 113 24 1,848 172,000	794a 22 1 4,25 481,46
sions. Foreign do Education. Publication Church Erection. Ministerial Relief. Freedmen.	242,511 29,020 179,100 87,196	\$142,077 116,364 29,492 14,491 43,013 18,966 12,594	\$347,40 329,2: 272,00 43,5: 222,1: 56,10 39,90
Tocal avnances etc. 4	19 150 100	29 985 940	SA DAT D

Local expenses, etc....\$3,180,102 \$2,866,940 \$6,047,042 This table of course represents a much larger number of persons who may properly be called Presbyterians, though non-communicants. These and the members together have been reckoned as high as 4,000,000 in all. The Presbyterians hold the third rank in number of communicants among the Protestant sects in the United States, the Methodists having (in 1867) over 2,000,000 (giving \$1,030,978 for foreign and domestic missions), and the Baptists (all sorts) 1,689,845. After the Presbyterians, the leading sects give the following numbers:-Congregationalists, 267,453; Lutherans, 323,825; Episcopalians, 161,234; Reformed Dutch, 57,846; Reformed German, 100,258; Universalists, 600,000.

AUCTIONEERS.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1111 OHFSNUT Street, rear entrance No. 1107 Sausom street LIPPINCOTT, SON & CO., AUCTIONEERS,

DAVID FLEMMING CIGAR BOX MANUFACTURER. No. 625 COMMERCE Street, above Market. Orders filled at the shortest notice.

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, 80, 146 N th SECOND Street, Philadelphia

RAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN ton Railroad Companies lines from Philadelphia and Trensew York and Way Places.

New York and Way Piaces.

FROM WALKUT 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. . 8-30

At 2 P. M., via Camden and Amboy Express. . . 8-00

At 6 P. M., for Amboy and intermediate stations.

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for 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, Burdington,
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, Paimyra, and I sh 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 P. M. for wille and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

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 1:30 P. M., Emigrant Line Fare, \$2.

At 9:20 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 Chesaut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesaut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 M., 8 and 12 P. M. lines.
BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Niagara Falls, Burfalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Blughamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 750 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The S 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 PEABLERTON AND HIGHTSTOWN RAIL-

HOADS.
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, Moorestowa, Hartford, Masonville,
Hainesport, Moust Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—THE
SHORT MIDDLE ROUTE TO THE LEHIGH AND
WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK,
BUFFALO, ROCHESTER, NIAGARA FALLS, THE
GREAT LAKES, AND THE DOMINION OF
CANADA.

CANADA.

FALL SCHEDULE,

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,

At 745 A. M. (Express) for Bethlehem, Atlentown, Mauch Chuck, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Budalo, Nisgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 955 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Easex Railroads.

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5:60 P. M. for Bethiehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M.
For Fort Washington at 6-45 and 10-45 A. M., and

For Abington at 1:15, 3:15, 5:20, and s. 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

TRAINS ARRIVE IN PHILADELPHIA. From Bethlenen at 9 A. M., 248, 445, and 825 P.M. From Doylestown at 825 A. M., 455, and 708 P. M. From Lansdale at 730 A. M., 455, and 708 P. M. From Fort Washington at 920, 1035 A. M., and 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.

Adington for Philadelphia at S P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street,
11 1 ELLIS CLARK, Agent.

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 follows from Pennsylvania Ralifoad Depot, West Philadelphia:— WESTWARD.
MAIL TRAIN leaves Philadelphia. 9-20 P. M.
"Williamsport. 7-20 A. M.
"Rarrives at Erie. 8-15 P. M.
ERIE EXPRESS leaves Philadelphia. 11-50 A. M.
"Williamsport. 9-20 P. M.
"Williamsport. 9-20 P. M.
ELMIRA MAIL leaves Philadelphia. 8-60 A. M.
"Williamsport. 640 P. M.
"Williamsport. 640 P. M.
"Arrives at Lock Haven. 7-30 P. M.
EKSEWARD. EASTWARD,

MAIL TRAIN leaves Erie. 8:15 A. M. Williamsport. 9:15 P. M. arrives at Philadelphia. . . . 6:10 A " Williamsport 4-25 A. M.
arrives at Philadelphia 1-20 P. M.
ELMIRA MAIL leaves Lock Haven 6-50 A. M.
" Williamsport 8-45 A. M.
" arrives at Philadelphia 7-15 P. M.
BUFFALO EXP. leaves Williamsport 12-20 A. M.
" Harrisburg 5-10 A. M.
" Harrisburg 5-10 A. M.

Express East connects at Philadelphia 9-25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad,
ALFRED L. TYLER, General Superintendent.

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.

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 wearing appared

Passengers are allowed to take wearing apparel Passengers are another company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

11 1 President and General Superintendent

W EST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1839,
Leave Philadelphia, foot of Market street (Upper Ferry), at
8:18 A. M., Mail, for Bridgeton, Salem, Millville,
Vineland, Swedeshore, and all intermediate street. Vineland, Swedesboro, and all intermediate sta-Vineland, Swedesbury, Hollville, Vineland, tions.
2 15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.
8 30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5 30 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 225 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations. WM. J. SEWELL, Superintendent. September 16, 1869.

RAILROAD LINES.

RADING RAILBOAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the Nomh, Northwest, and the Canadas

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, Potsville, Pinedrove, Tamanana, Supplury, Williams.

Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 7:30 A. M. train connects at READING WILL East Pennaylvania Railroad trains for Allentown, 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 HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susanahanna trains for Norey, and Schuylkill and Susquehanna trains for Norhumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M. for Reading.
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Enlirond trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

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 Pottstown 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 19.15 A. M.
Heturning, 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 S-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 Philadelphia at 6 45 P. M. delphis at 645 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way restlong the accommodation of the second seco

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 8 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, COLEBROOKDALE RAILROAD,

Passengers for Boyertown and intermediate points take the 7-30 A. M. and 4-30 P. M. trains from Philadelphia, 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 1235 A. M. and 145 and 1002 P.
M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc.

more, etc. Returning Express train leaves Harrisburg on arrival 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. Sieeping cars accompany these trains through between Jersey City and Pittsburg without charges.

through between Jersey City and Pittsburg without 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 11:20 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:45 and 4:40 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 12:0 noon for Pinegrove and Tremont, returning from Harrisburg at 1:35 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

Through first class tokets 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, teading and Pottstown Accommodation Trains, at

reduced rates. Excursion Tickets to Philadelphia, good for one ay only, are sold at Reading and intermediate sta-ons by Reading and Potstown Accommodation rains, at reinced rates, The following tickets are obtainable only at the ffice of S. Bradford, Treasurer, No. 227 S. Fourth freet, Philadeiphia, or of G. A. Nicolls, General operintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-

between any points desired, for families MILEAGE TICKETS. -Good for 2000 miles, beween 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 lickets at half fare, EXCURSION TICKETS from Philadelphia to EXCURSION TREES from Fanadaphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Omee, 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

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 4:25 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Labanon, Harrisburg, Potisville, Port Clinton, and rother heyerd. points beyond, BAGGAGE Dungan's Express will collect baggage for all trains leaving Platadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on Assistant and Walnut streets. Sleeping-car tickets can be had on application at 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 bargage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE EPOT, VIZ. :-Mail Train ... 8-00 A. M. Paoli Accommodat'n, 10-30 A. M., 1-10 and 7-10 P. M. Fast Line. 14-50 A. M., Eric Express ... 11-50 A. M., Harrisburg Accommodation ... 2-30 P. M., Lancaster Accommodation ... 4-00 P. M., Parkesburg Train ... 5-30 P. M., Cincinnati Express ... 8-00 P. M., Cincinnati Express ... 8-00 P. M., Eric Accommodation ... 11-00 P. M., Philadelphia Express, 12-night, Eric Mail leaves daily, except Sanday, 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

Express 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 baggage delivered by 5 P. M., at No. 116

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparei, 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.

by special contract. EDWARD H. WILLIAMS. General Superintendent, Altoona, Pa. AUDTION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

--

SALE OF REAL ESTATE AND STOCKS, On Tuesday, Nov. 9, at 12 o'clock noon, at the Exbange — MELON, No. 1318 — Genteel Dwelling.
OOATES, No. 2008 — Genteel Dwelling.
GROUND RENTS, 3150, \$100, \$860 a year.
ELEVENTH and WALLACK (N. W. corner) — Modern

Residence.
GROUND RENT, \$280 a year.
BEVENTH (North), No. 129 Store and Dwellings.
BEVENTH (North), No. 129 Store and Dwellings.
BEVENTH (North), No. 250 Distillery and Rectifying 'Resolvable Manual Residence of the Rectifying 'Resolvable Manual Rectifying 'Resolvable Manual Rectifying 'Resolvable Manual Rectifying 'North Rectifying 'Rendad (above Thompson) Valuable Lot.
BEOAD (above Master) Valuab

dence.
CAMILLA. No. 1138 - Neat Dwelling.
EIGHTH (South). No. 456 - Modern Residence.
STABLE and COACH HOUSE, between Wainut andLocust streets, Eighth ward.
STOCKS.
S10,000 Lehigh Coal and Navigation Co., convertible.
S7000 Pennsylvania Railroad Mortgage Bonds.
797 shares Camden and Atlantic Railroad, preferred.
50 shares Girard National Bank.
17 shares Western National Bank.
5 shares Merchants' Hotel.

H 5 34

Administratrix's Sale, Nos. 625 and 627 N. Second street

Estate of John H. Mubbs, deceased.

STOCK OF ELEGANT CABINET FURNITURE.

Elegant Walnut Parlor and Chamber Suits, Wardrobes,
Bookcases, Sideboards, Hall Tables, Centre and Bouquet

Tables, etc.

Tables, etc.

On Wednesday Morning,

Nov. 10, at 10 o'clock, at Nos. 625 and 627 N. Second street, by catalogue, the stock of clegant cabinet furniture, comprising—Elegant walnut parlor saits, green plush and other coverings; 20 clegant walnut sidoboards, Lisbon and Italian marble tops; walnut wardrobes, bookcases, contre and bouquet tables, Brocadilia, Lisbon, Tennossee, and Italian marble tops; library tables, music stands, bull tables, but atands, extension and work tables, reception, dining room, chamber and camp chairs, comfortable and Spanish chairs, Jenny Lind and cottage bedsteads, cottage chamber suits, cribs, etc., comprising a general assortment general assortment
The sale of the entire stock peremptory, by order of the
Administratix.
11546

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN
DRY GOODS.
On Monday Morning,
November 8, at 10 o'clock, on four months' credit. Il 256 SALE OF 2000 CASES BOOTS, SHOES, ETC.

On Tuesday Morning, Nov. 9, at 18 o'clock, on four months' credit. 11 3 54 LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, Nov. 11, at 10 o'clock, on four months' credit. 11 554

C. D. MCCLEES & CO., AUCTIONEERS. SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., ETC., On Monday Morning,
Nov. 8, at 10 o'clock, including a large line of city-made

N. B. Sale every Monday and Thursday. 1152t MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT Street, rear entrance from Miner.

BSCOTTS ART GALLERY, No. 1020 ORKSNUT

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3 14, 3 14, 4 25, 5 05, 5 14, 6, 6 12, 7, 8, 9, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 5, 9, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.

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% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

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, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

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

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

EGG. CONSHOHOGICEN AND NORPESTOWN

9-28 F. 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% F. M.
Leave Norristown at 5-40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% F. 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., 24, 4, and 74

P. 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.,
1½, 3, 4%, 5, 5%, 6%, 805, 10 05, and 11½ P. M.
Leave Manayank at 610, 7, 7%, 810, 9%, and 11%
A. M., 2, 3%, 5, 6%, 830, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayank.
ON SUNDAYS.
Leave Philadelphia et 9 A. M. 2% 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 236, 4, and 716 P. M. Leave Manayunk at 736 A. M., 136, 6, and 936 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE—Trains
will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at \$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 Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolla, Chase's and Stemmer's Run.
Night Express at 11-20 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. WK.MINGTON 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 Leave Wilmington 6:30 and 8:16 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.

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

Hallroad.
From Baitimore 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, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIBST and CHESNUT Streets, 745 A. M., 1140 A. M.,
240 P. M., 445 P. M., 440 P. M., 645 and 1140 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 840 A. M., 745 A. M., 1046 A.
M., 165 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 840 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
West Chester at 745 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 440 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly by
the Chesnut and Wainut streets cars. Those of the
Market street line run withlin one square. The
cars of both lines connect with each train upon its
arrival.
ON SUNDAYS.

Leave Philadelphia for West Chester at 8 60 A. M.

and 2 00 P. M. Leave West Chester for Philadelphia at 7 55 A. M. WILLIAM C. WHERLER, General Superintendent.