ST. ANDREW'S.

The One Hundred and Twenty-second Anniversary of the St. Andrew's Society-Address of Coonei A. Loudon Snowden, The St. Andrew's Society celebrated its one undred and twenty-second anniversary in a

inner given at Augustin's on Tuesday evening. There were present between fifty and sixty gentlemen, representing the various interests and tearned professions of the city. Mr. Charles Macallister in the chair. The Chaplain, Dr. Blackwood, invoked Divine

blessing upon those present, and upon the so-ciety in its labors to alleviate worthy and disressed Scotchmen.

After the dinner had been discussed to the satisfaction of all present, the regular toasts were offered and responded to, by the gentlemen were offered and responded to, by the gentlemen present. Among the toasts were:—"The Immortal Memory of St. Andrew," "The President of the United States," "The Queen of Great Britain and Ireland," "The Army and Navy," "Pennsylvania and its Metropolis," "The Judiciary," "Our Sister Societies," "Our Departed Brethren," "The Memory of Wallace, Burns, and Scott," and "The Lassles, God bless them!" The gentlemen responding to these were Rev. Dr. Blackwood, General Patterson, Hon. J. H. Campbell, Aubrey H. Smith, Esq., Dr. R. S. Mackenzie, John Gibson, Esq., Dr. Robert Burns, and S. T. McKay, Esq.

The fifth toast was "The National Govern-

ment," and it was responded to by Colonel A.
Loudon Snowden, who, after regretting the
absence of a distinguished gentleman who
was expected to respond to the toast observed that possibly the best view of the sub-ject he could take would be the influence of Scottish literature, laws, and religion in shaping the institutions under which we live.

After prefacing his remarks by an eloquent review of topics which naturally occur in an after-dinner speech, he concluded by referring to the influence of the Christian Bible in form ing the American character, inculcating the love of law and order, and in the maintenance of our institutions. No country had been able to maintain free institutions that had banished the Bible or prevented its blessed teachings from permeating the masses. Civil and religious freedom only prevailed where the teachings of this sacred book have entered into the heart and directed the thought of the people. Where its influence is not felt, not only intellectual supincesses and more described in the control of the people. ness and moral degradation follow, but governments, undirected by its influence, fail to keep step with the march of the times, and become a repreach and a byword among the nations. The philosopher Buckle attributes the present degenerate condition of Spain to climatic and physical causes. Mr. Cox, Representative in Congress from New York, in a late speech in the Academy of Music combatted Mr. Buckle's theory and deligated to the combatted Mr. Buckle's neory, and claimed that Spain was the victim of bad government; that her progress was im-peded, and her future darkened by a race of ffeminates and proffigates who sat upon throne. The speaker said it seemed to him that between the two opinions, that of Mr. Buckle had at least the appearance of more philosophy than that of Mr. Cox. There might be some-thing in climatic and physical causes to inence the institutions and destiny of a people, but to charge bad government was one of he weakest of all charges. It is a truth that we do not think will be denied, that no stream can rise above its fountain-head, and governments, on the whole, in all countries, represent he average intelligence and virtue of the

No man in his senses can believe that a great heroic, and virtuous people would long endure to be represented by such men as have con-rolled Spain, with but one exception, since the lays of Philip. The cause of Spanish degrada-ion, in the speaker's judgment, was to be found in the spiritual vassalage of the people. The ong night of her weakness and folly has been night in which no ray of religious truth or derance was permitted to shine; and if Spain to-day entering upon a new career, as he oped she was, she is only entering upon it bese she has thrown off the old garments of perstition and religious bondage, and declared religious freedom, which must be the basis civil freedom, there and all the world over. Ith an open Bible and free schools Spain may ope, if not to regain her vast possessions, lost y her intolerance and folly, at least to esta-lish a government which will secure the hapiess and pro sperity of he mmand the respect of the world. Italy and ustria may follow the same course with honor d profit to themselves. Indeed, the most essed and hopeful sign of the times is the rowing down of old barriers that stood beeen the people and their right to worship God cording to the dictates of their own condeed the world, derived the first lessons of digious freedom, and the influence of Scot-nd in shaping American institutions cannot overestimated or overstated. The very form our Government she gave us through her hurch, and the principle laid down at Mecklenrg by Scotch-Irishmen, before our own declation was promulgated in this city, contained, not in words at least in spirit, all the essential

uths of American freedom.

The speaker succinctly traced the history of a country; its early contest for independence: after struggle with the mother country: the ighty obstacles our own people have overcome clearing the forests and peopling the conti-ent, and the late glorious vindication of our ational unity and honor when assailed by the ickedness and folly of our own deluded coun-ymen, and closed with glowing anticipations or the future, if the principles of the men who foundation stones of the republic be aintained by their descendants.

The next toast-"Pennsylvania and its Metroolis"—was responded to by the Hon. J. H. ampbell, ex Minister to Sweden, in an eloquent anner, in which he portrayed in glowing terms the rapid growth and progress of our great tate and its metropolis, Philadelphia.

The seventh toast—"Our Judiclary"—re-ponded to by Aubrey H. Smith, United States istrict Attorney at Philadelphia.

"Our Sister Societies"—responded to by R.

helton Mackenzie, Esq.

LYNCH LAW.

he Story of the Murdered Man who Afterwards Turned Up a Canard - The Iowa

Lynching Case. The Davenport Democrat of the 27th ult. contains

The Davenport Democrat of the 27th ult. contains a following accounts of the lynching case in Freeint county, Iowa, heretofore noticed in telegrams such conveyed the impression that after Murdock as lynched his supposed victum, Johnson, returned Mae county uninjured:—
Our readers are all probably informed of the terribe shooting affair that occurred on the ferry-boat at chraska City, being the second tragedy of the kind hat has occurred on the same boat within the last x months. So terrible was the vengeance of the kilded people that we publish the following particutation from the Nebraska City News, and would mamend the sinale to the earnest attention of the lain who, in as equally an unprovoked and cold-

lain who, in as equally an unprovoked and cold-psyled manner, murdered farmer Weise, of Buffalo, ey a few days ago. The News says:— The lower part of our city, and Eastport on the cosite side of the river, were thrown into a state of all excitement on last Saturday evening, the 13th, the intelligence that one of the most daring and

the intelligence that one of the most daring and sperate shooting affairs had taken place at the ry landing that it has ever been our painful duty record. Lealizing that this affray would be greatly taggerated, and the News must give facts and not asstons to the public, we took the trouble and as (our expenses being very light) to ascertain the alth, which we give as follows:—
Charles Mardock, a citizen of Saline county, Mo., lo said, while on the ferryboat, that he stole the tse which he brought up here, and he did not care who knew it, was in our city on Saturday, and the down the river in the evening, followed by the marshal, who, it appears, had some susplction of a for some cause, we did not learn what; but on ling that he was going to the other side of the ver, returned.

wing that he was going to the other side of the ver, returned.

Murdock, on reaching the ferry-landing on this le, while waiting for the boat to go across, comeined to quarrel with Charley Roberts (the gentlem who owns the mill below the ferry, but Roberts and no attention to him, but started to go home, hen Murdock drew a revolver and fired at Mr. oberts twice, but fortunately neither shot took

ect.
The boat was starting across to the Iowa side,
In Murdock jumped ou, and at once commenced
using Mr. Blanchard, an old citizen of Fremont
safty, Iowa, and Murdock drew his revolver, and
Phil have kined Hianchard if it had not been for

the timely aid of a bystander, who knocked Murdock down with a stick of wood, and by that means secured his revolver. On reaching the other side, Murdock demanded his revolver, but by the entreaty of those who had the previous difficulty with him (Murdock), it was refused, whereupon he commenced nring a second revolver at the pilet, who was at the wheel, two balls passing through the pilot-house, but, strange to say, neither one hit the pilot. He then fired twice into the cabin, the balls passing through the pilot. He then fired twice into the cabin, the balls passing through. He next fired at the fireman of the book. Dick Johnson, who was standing on the deck. The ball took effect in Johnson's Jaw, passing out back of the car, when he fell. Another man ran out to assist him, when Mardock fired again at Johnson, but missed him; this was the last shot Murdock ever fired. He was then arrested by Captain Sously, with the assistance of David White and Esquire Eabanks, and confined in the pork house of Hawk, Dilion & Co. But the culprit was not destined to remain there or elsewhere long, and notwithstanding Esquire Eabanks had placed a strong guard around the prisoner, a crowd of excited citizens soon gathered around, and the cry for vengeance became the one cry of a hundred men. And then the doors were bursted in, and the hand of the mob clutched its unhappy victim with a death-grip. Murdock was dragged out, a rope was fastened about his neck, thrown over the limb of a tree, and without prayer, and without a friend to say a kindly word, the miserable man was launched into eternity.

into eternity.

The body swung lazily to and fro in the breeze until Sunday noon, when it was taken down and decently buried by a few compassionate citizens.

A bad man has come to a bad end, and illustrated that "the way of the transgressor is hard."

OUTRAGE.

Raid upon a Convent—Bold Attempt at Murder and Burglary.

The carnival of blood which was begun in this city recently, says the Sacramento Record of Nov. 19, appears not to have yet ended. Almost every day for a month past the local press has had one or more cases of murder, homicide, robbery, or suicide to chronicle, in addition to an unusual number of fatal accidents.

The last scene of a bloody character enacted took The last scene of a bloody character enacted took place night before last within the grounds of St. Joseph's School, on Ninth street, butween F and G, which is under the charge of the Sisters of Mercy. We visited the place yesterday and had an interview with the victim of a most cold-blooded attempt at murder. It appears that about 11 o'clock, Patrick Riley, a man who has been employed about the place for something over a year in the capacity of gardenor something over a year in the capacity of gardener, heard the door of his room onen, and rising up in his bed, asked who was there. He says he plainly saw two men, one within the room and one outside the door. As soon as he had spoken, the fellow on the outside told the other to shoot, and according to the story of the wounded man, the other leveled a poistol at him and fired. He felt a ball strike his forebest attice his forebest attice his forebest attice as a sound of the story of the wounded man. a gostol at aim and fired. He left a ball strike his forehead, uttered a cry, and became insensible. How long he had lain in this condition he does not know exactly, but on the return to consciousness he managed to get on a part of his clothing, and succeeded in making his way to the main building. We might here state that the room occubuilding. We might here state that the room occupied by Riley is some sixty or seventy feet in the rear of the main building occupied by the sisters, and the one adjoining, used for a school. He knocked at the rear door, but it was some time before any person found courage sufficient to open it, none of the occupants recegnizing his voice, it having become husky and weak. Finsily, upon giving his name, he was admitted, and the consternation which ensued among the defenseless women upon seeing him covered with blood was very great. Riley was at once assisted to a comfortable room, and word sent to Fathers Gibney and Scanlan, who lived about two blocks away. They called in the services of Dr. Phelan, and sent word called in the services of Dr. Phelan, and sent word to the police station of the occurrence. A wound was found just over the right eye of the wounded man, and which, from its appearance, does not appear to have resulted from a pistol bullet. The bone forming the arch over the eye was broken if, and the fracture extending downward along the cheek hope, the flesh being cut as though strick by bone, the firsh being cut as though struck by a heavy slung-shot. This, Dr. Phelan thinks, was the kind of weapon used in the assault.

kind of weapon used in the assault.

A search of the premises was made and traces of robbers were found in the kitchen and store rooms. A bundle of clothes had been carried to near the fence and then torn open and left there. Riley says he saw the two men within the yard as he was making his way from his room to the main building. What the real object of the deverages conf. making his way from his room to the main building. What the real object of the desperadoes could have been cannot be imagined. Had it been robbery alone, it would seem that they would have selected some other place beside a convent, where few or no valuables are kept, and where a large number of pupils board, who would be apt to hear them and give the alarm. Neither does it seem that their sole object there could have been the murder of Riley, as he is but little known here, and has not an enemy on the coast. The raid of these midnight prowhers and would-be murderers in that neighborhood was possibly intended for some other house, or perhaps they were unaware of the fact that it was not a private residence they were to ransack. But one other suspicion forces itself upon the mind of the public, and that is, that the ruillans had still one other suspicion forces users upon the mind of the public, and that is, that the ruflians had still more hellish designs than either murder or robbery in visiting in the dead hours of night an institution where there were several unprotected (as they sup-posed) women and young girls. This last suspicion, however, is almost too horrible to attach to even the rough class of desperadoes who have flourished in this city for months past; yet, if the truth were known, it might possibly prove correct after all. Kiley is still consident that the wound he bears was inflicted by a pistol bullet, but such can hardly be the case, in the opinions of Drs. Phelan and Sim-mons, who visited him several times yesterday. He is yet very low, and it is impossible to tell how seriously he is wounded, if, indeed, not fatally.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:50 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington
for Carloided and Intermediate stations. or Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-

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

Express Train at 400 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-90 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15 Leave wilmington and Sid and Sid A. M., 130, 415, and 700 P. M. The Sid 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 4:38 P. M. trains for Baltimore Central

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 2-35 A. M., Express; 2-36 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

H. F. KENNEY, Superintendent.

W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Perry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

tions.
8-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
8-20 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-20 P. M., Woodbury and Glassboro accommodation.

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. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)
Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
W.M. J. SEWELL, Superintendent. September 16, 1869.

DR. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcors in the throat, mouth and nose, sore legs, and sores or every conceivable character. Office, No. 25 South ELEVENTH, believed Unganut and Market Str sts

DRY GOODS.

THE "BEE-HIVE"

DRY GOODS STORE, No. 920 CHESNUT STREET, J. W. PROCTOR & CO.

Sweeping Reductions

ON THE WHOLE OF OUR STOCK. Prices far Below Cost of Production.

Cloaks, Sacques, Walking Suits, Black and Colored Dress Silks, French and British Dress Goods, Paisley and French Long and Square SHAWLS, Wool and Stripe SHAWLS, Cloaking Cloths, Velveteens, Linens, Damasks, White Goods, Flanuels, Domestics, Laces, Embroideries, Ties, Scarfs and Sashes, Hosiery, Gloves and Underwear, etc. etc. II il thitulit

1869.

"AT THORNLEY'S"

ATTRACTIVE DISPLAY. GREATLY REDUCED PRICES.

AN IMMENSE STOCK OF GOODS,

We beg leave to make a "common seese" statement to "sensible people," namely: "That from a long experience in business, a class application to business, running under light expenses and buying all goods for cash, we can sell very much cheaper than parties whose expenses are four or five hundred per cent more than ours, and who don't sell any more goods. And furthermore, our store is large and well lighted, and

don't sell any more goods. large and well lighted, and "Centrally Located,"

(N. E. Cor. Eighth and Spring Garden), Of easy access from every part of the city by the cars, and exchange tickets or passes, and we deliver all goods punctually, and free of charge.

SILKS, SHAWLS, DRESS GOODS, BLANKETS, FLANNELS, CASSIMERES, OLOTHS, CLOAKINGS, LINEN GOODS, KID GLOVES, CORSETS, SKIRTS, HDKFS., ETC. JOSEPH H. THORNLEY,

N. E. Cor. Eighth and Spring Garden, PHILADELPHIA. 10 16 tf

NOW OPENING AT THE EIGHTH STREET RIBBON STORE, No. 107 NORTH EIGHTH STREET.

Four doors above Arch street: BONNET RIBBONS. SASH RIBBONS,

SATIN RIBBONS, VELVET RIPPONS, BONNET VELVETS, BLACK AND COLORED SATINS.

BLACK ENGLISH CRAPES, FRENCH FLOWERS, LADIES' AND MISSES' HATS,

BONNET AND HAT FRAMES, All which I offer at the lowest prices. JULIUS SICHEL.

No. 107 North EIGHTH Street, 9 28 tuths2mrp Four doors above Arch.

INDIA SCARFS. INDIA SHAWLS.

REAL INDIA CAMEL'S HAIR SHAWLS AND SCARFS,

FOR A VALUABLE CHRISTMAS PRESENT.

CHEAP AT

GEORGE FRYER'S,

No. 916 CHESNUT STREET. PHILADELPHIA. 10 2 3m

ZEPHYRS AND GERMANTOWN WOOLS, Mending Cotton, wholesale and retail, at Factory, No. 1024 LOMBARD Street.

CHINA, GLASSWARE, ETC. TYNDALE, MITCHELL & WOLF,

No. 707 CHESNUT Street.

China,

Glass, and

Fancy Goods. 11 16 tuths18trp]

Special Attractions in Holiday Goods. FOR SALE.

FOR SALE, No. 144 N. EIGHTEENTH Street.

Handsome New Residence, With all modern improvements; finished throughout in perior manner. Immediate possession. Terms easy. Apply to SAMUEL D. ADAMS, No. 3 DOOK Street.

FOR SALE-ELEGANT BROWN-STONE residence, with coach house, No. 1507/Sprace street, Furniture new and will be included, if wished.
Apply to J. NORRIS ROBINSON, at Drexel & Co.'s., No. 34/South THIRD Street, Philadelphia.

FREDERICK SYLVESTER.

REAL ESTATE BROKER,

No. 208 South FOURTH Street. PHILADELPHIA.

NEW BETHLEHEM BUCKWHEAT AND WHITE CLOVER HONEY.

> ALBERT C. ROBERTS. Dealer in Fine Groceries, Corner ELEVENTH and VINE Streets.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, November 22, 1869.
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 6'35 P.M.; arrives in Philadelphia at 9'25 P.M.
MORNING EXPRESS.
At 8'15 A.M. for Reading, Lebanon, Harrisourg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

Hagerstown, etc.
The T30 A. M. train connects at READING with The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-

ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS. AFTERNOON EXPRESS.

Leaves Philadelphia at 8:50 F. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION,
Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A.
M. Returning, leaves Philadelphia at 4.00 P. M.;
arrives in Pottstown at 6.15 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 19.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.30
P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:35
P. M., and Pottsville at 3:05 P. M., arriving at Philadelphia at 7:05 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 6:35 P. M., arriving in Philadelphia at 9:25 P. M.
Market train, with a passenger car attachen, leaves Market train, with a passenger car attached, leaves Philadelphia at 12-30, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 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 S.A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains

points take the 7:30 A.M., 12:30 and 4:00 P.M. trains from Philadelphia. Returning from Downingtown at 6:30 A.M., 12:45 and 6:15 P.M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A.M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 6:10 and 8:12 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 4:00 P.M. train from Philadelphia, returning from Mt. Pleasant at 7:00 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 12:48 A.M. and 1:45 and 10:00 P.M., and connecting at Harrisburg with Pennsylva-

M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2:30 and 5:35 A. M., 12:30 noon, 2:55 and 11:00 P. M., passing Reading at 12:55, 4:30, and 47:20 A. M., 2:30 and 4:40 P. M., arriving at New York at 6:00 and 10:15 A. M., 12:05 noon, 6:35 and 10:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. sey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 5:10 A. M. and 2:55 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 650 P. M., returning from Tamaqua at 835 A. M., and 215 and 450 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 8:55 A. M. and 3:38 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 and 11:50 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M.
Through first class tickets and emigrant tickets to

all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for one 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 lickets 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, discount between any neights designed for families.

between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, be-tween all points, at \$52 50 each, for families and MS. SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

duced 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 Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

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

FREIGHT TRAINS leave Philadelphia daily at 4°35 A. M., 12°30 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

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

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M.,
2:50 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 6-35 P. M.
Train leaving West Chester at 8-00 A. M. will stop
at B. C. Junction, Lenni, Glon 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

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 9:30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7 55 A. M.

WILLIAM C. WHERLER, General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West

follows from Pennsylvania Rahroad Depot, West
Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia. 9:35 P. M.

"Williamsport. 7:40 A. M.

arrives at Erie. 5:20 P. M.

ERIE EXPRESS leaves Philadelphia. 11:40 A. M.

"Williamsport. 9:00 P. M.

arrives at Erie. 10:00 A. M.

ELMIRA MAIL leaves Philadelphia. 7:50 A. M.

"Williamsport. 6:00 P. M.

arrives at Look Haven. 7:20 P. M.

EASTWARD. EASTWARD,

ERIE EXPRESS leaves Erie Williamsport ...

"Williamsport 330 A. M.
"arrives at Philadelphia 1245 P. M.

ELMIRA MAIL leaves Lock Haven 800 A. M.
"Williamsport 945 A. M.
"Williamsport 1245 A. M.
"arrives at Philadelphia 650 P. M.

BUFFALO EXP. leaves Williamsport 1226 A. M.
"Harrisburg 520 A. M.
"arrives at Philadelphia. 925 A. M.
"arrives at Philadelphia. 925 A. M.
Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Halroad.

ALFRED L. TYLER, General Superintendent.

RAILROAD LINES.

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

Takes effect November 22, 1862.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 5-00 A. M. (Express) for Bethlehem, Alientown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towands, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroads, New Jersey Central and Morris and Essex Railroads.
At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazieton, At 5:00 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 7.30 and 10.45 A. M., and

1 20 P. M.
For Abington at 1 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

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 245, 440, and 825 P.M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 925, 1035 A. M., and

From Abington at 2°35, 6°45, and 9°20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9°30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7°00 Å. M.
Bethlehem for Philadelphia at 4 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. Manu's North

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN-Inman Line of Mag Steamers are appointed to sail as follows --

Steamers are appointed to sail as follows—
City of New York, via Halifax, Tuesday, Nov. 30, at 1 P. M.
City of Paris, Saturday, Dec. 4, at 1 P. M.
City of Paris, Saturday, Dec. 1, at 12 noon.
City of Paris, Saturday, Dec. 11, at 12 noon.
City of Brooklyn, Saturday, Dec. 18, at 1 P. M.
And each succeeding Saturday and alternate Tuesday from Pier 43, North River.
BATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
FAYABLE IN COLD.
FIRST CABIN.
SION STERRAGE.
FIRST CABIN.
PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN.
PAYABLE INGUIS.
FAYABLE INGUIS.

PAYABLE IN CULTURE TO FRANCE.

St. John's, N. F., 45 St. Jehn's, N. F., 50 Branch Steamer...; 30 Halifax.

Tickets can be bought here at moderate rates by per sons wishing to send for their friends,
For tryther information apply at the Company's Office JOHN G. DALE, Agent, No. 15 BROADWAY, N. Yor to
O'DONNELL & FAULK, Agents,
SOLLY DIRECT LINE TO FRANCE.

ONLY DIRECT LINE TO FRANCE

THE GENERAL TRANSATLANTIO
BETWEEN NEW YORK AND HAVRE, CALLING AT The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, ever-Saturday.

PRICE OF PASSAGE

CHARLESTON, S. C.,

AND FLORIDA PORTS. THE STEAMSHIP J. W. EVERMAN, UAPTAIN HINOKLEY,
Will leave Pier 17, below Spruce street, on THURSDAY,

December 2, at 4 P. M. Comfortable accommodations for passengers. Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points South and Southwest, and with Steamers to Florida ports. Insurance by this Line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of Lading furnished and signed at the office,

For freight or passage apply to E. A. SOUDER & CO., DOCK STREET WHARF.
The Steamship PROMETHEUS will follow THURS-DAY, December 9.

PHILADELPHIA, RICHMOND,
AND NORFOLK STRAMSHIP LINE
THOUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST.
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennossee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

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

No charge for commission, drayage, or any expense transfer.

Steamships insured at the lowest rates.

Freight received daily.

No. 12 S. WHARVES and Pier I N. WHARVES, W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk.

6 15

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

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

JOHN F. OHL. Pler 19 North Wharves. B. N. Extra rates on small packages iron, metal. etc.

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN GANAL
EXPRESS STRAMBOAT COMPANY.
The CHEAPEST AND QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market street, Philadelphia, and foot of Wall street, New York, Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms.
No. 12 S. DELAWARE Avenue, Philadelphia, JAMES HAND, Agents,
No. 13 S. DELAWARE Avenue, Philadelphia, JAMES HAND, Agent,
No. 14 WALL Street, New York. NEW EXPRESS LINE TO

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Datton, and the Southwest Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
No. 14 North and South wharves.
HYDE & TYLER, Agents, at Georgetown: M. FLDRIDGE & CO., Agents at Alexandria.

NOTICE,—FOR NEW YORK, VIA
Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY,—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after
the 8th of March. For freighls, which will be taken on
accommedating terms, apply to
W. M. BAIRD & CO.,
No. 132 South Wharves.

FIRE AND BURGLAR PROOF SAFE J. WATSON & SON,

FIRE AND BURGLAR-PROOF SAFE STORE, NO. 53 SOUTH FOURTH STREET,

A few doors above Chesnut at., Philada UMBRELLAS CHEAPEST IN THE CITY.

AUOTION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

SUPERIOR DUTCH FLOWER ROOTS.
On Saturday Morning,
Dec. 4, at 11 o'clock, at the audition rooms, two cases
comprising an assortment of very choice and superior
Japan Libes, Hyacinths, Tulips, Crocus, Snow Drops, etc.,
worth the attention of florists and others, from J. E.
Bernaset, Haariem, Holland.

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 223 and 234 MARKET Street, corner eff. Bank street. Successors to John B. Myers & Co.

IMPORTANT SALE OF CARPETINGS, OH. CLOTHS.

RTO. RTO.

On Friday Morning.

Dec. S. at Il e'clock, on four months' credit, about 200
pieces ingrain, Venetian, list, homp, cottage, and rag carpetings, oil cloths, gugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Moraing, Dec. 6, at 10 o'clock, on four months' credit. [11 29 50 SALE OF 2000 CASES BOOTS, SHOES, BROGAMS,

On Tuesday Morning.

Dec. 7, at 10 o'clock, on four months' credit. 19 1 5t THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sansom etrock.

NEW AND SECOND HAND HOUSEHOLD FURNI-TURE, Rosewood Piano-fortes, Large Mirrors, Elegant Large Oak Bookcase, Fine Carpets, Parlor and Chamber Suits, etc.

Suits, etc.

On Friday Morning,
At 9 o'clock, at the Auction Stere, No. 1110 Cheanut
street, will be sold, by catalogue, a large assortment of
elegant parlor, chamber, and dining-room furniture.
One large and elegant oak bookcase, cost \$500.
ELEGANT PIANO-FORTES.—One apleudid pianoforte made by Steinway & Sons; two made by C. Meyer;
one by Haines & Bro.; one by Hallett & Davis; one by
Grovenstein & Co.; one by Vogt.

LARGE SALE OF FURNITURE AND PIANOS.

OARD.

On Friday Moraing,

At the auction store, No. 110 Chesnut street, we will sell a large assortment of superior furniture, in plush and brocatelle, wakent chamber suits of the newest styles; cottage chamber furniture; Brussels, volvet, and ingrain carpets; wardrobes, siebbards, secretaries, spring and hair mattresses, extension dining tables, etageres, hatracks, library suits, centre and bouquet tables, with marble tope; Spanish and rocking chairs, library and office tables, lounges, bookcases; one splendid French plate mantel mirror, gilt frame; 2 do. do. walnut frames, gilt-framed pier mirrors; china, glass, and plated ware; stoves; 24 settees, &c.

T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT Street.
Household Furniture and Merchandise of every description received for consignment.
Personal attention given to sales at dwellings. [11 34 5]

BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE, [1124]

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. C. D. McCLEES & CO., AUCTIONEERS, L PPINCOTT, SON & CO., AUCTIONEERS.

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmon for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Miner. LOOKING GLASSES, ETO.

A. S. ROBINSON,

ESTABLISHED 1795.

FRENCH PLATE LOOKING-GLASSES, KNGRAVINGS. BEAUTIFUL CHROMOS.

> PAINTINGS, Manufacturer of all kinds of

PORTRAIT, AND PICTURE FRAMES, NO. 910 CHESNUT STREET, 8 15 Fifth door above the Continental, Phila.

PATENTS. WILLIAM S. IRWIN.

GENERAL PATENT AGENT. No. 406 LIBRARY STREET. OUTCALT'S PATENT ELASTIC JOINT IROS AMERICAN CORRUGATED IRON CO.'S MANU FACTURES, FIRE-PROOF BUILDINGS, ETC. TAYLOR & COALE'S PATENT AUTOMATIO LOCK-UP SAFETY VALVE.

BRADFORD'S LOW WATER INDICATOR, ETC. PATENT OFFICES.

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(Entrance on FOURTH street). FRANCIS D. PASTORIUS.

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for circulars on Patents. Open till 9 o'clock every evening. 3 6 mmth PATENT OFFICES.

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FEES LESS THAN ANY OTHER RELIABL AGENCY. Send for pamphle on Patenta.

CHARLES H. EVANS. 3 4 thstu5 STATE RIGHTS FOR SALE - STATE TATE RIGHTS FOR SALE.—STATE

Rights of a valuable Invention just patented, and for
the SLICING, CUTTING, and CHIPPING of dried beef,
cabbage, etc., are hereby offered for sale. It is an article
of great value to proprietors of hotels and restaurants,
and it should be introduced into every family. STATE
RIGHTS fer sale. Model can be seen at TRLEGRAPH
OFFICE, COOPER'S POINT, N. J.
537tf MUNDY & HOFFMAN.

CENT.'S FURNISHING GOODS. DATENT SHOULDER-SEAM

SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWER' made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESGOODS in full variety. WINCHESTER & CO., No. 706 CHESNUT Street.

FINE DRESS SHIRT AND

GENTS' NOVELTIES. J. W. SCOTT & CO., No. 814 CHESNUT Street, Philadelphia,

Four doors below Continental Hotel. PAPER HANGINGS. LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the chespest in the city, at JOHNSTON'S Depot, No. 1035 SPEING GARDEN Street, below Eleventh. Branch. No. 207 FEDERAL Street, Camden, New Jorsey. 2 256

OST CERTIFICATES.—NOTICE IS HERE-

OST CERNAL Application has been made to the Oits
Treasurer for the issue of duplicates of the following deacribed certificates of the Six per Cent. Loan of the Oits
Of Philadelphia (free of taxes):—
No. 4:65, 81003, dated October 5, 1894.
4961, 2530, 460, 26, 1894.
4961, 84500, 8 626, 1894.
5071, 82500, 8 November 30, 1894.

\$8500, in mains of JOHN H. R. LATROBE, im AUSTIN & ORERGE, No. 313 WALNUT Street. 9 9 thacet SAMUEL SMITH & CO., No. 48. SEVENTH Street, STEAM AND GAS FITTERS AND PLUMBERS. Tube, Fittings and Brass Work; oustantly

on band.
All work promptly attended to.
Galvanized Tube for Comotory Lots furnished. [11 17 3mm STEVENSON, BRO., & CO., OILS.

11193m No. 132 S. SECOND Street.