WITCHCRAFT IN THE NINETEENTH CENTURY.

A recent trial for witchcraft-or, at least, fraudulent fortune-telling-suggests the unpleasant reflection that the belief in witches still exists to a very considerable extent in England. We do not, it is true, hear of it much in the busy towns; because there is not so much gossiping rumor in them as in country places, and because the people, with all their shortcomings, are a little less ignorant. Nevertheless, the ignorance still displayed in the nineteenth century may well occasion surprise, and suggest inquiries concerning that said schoolmaster who is declared to be "abroad." In London, the credulity is chiefly among servant-girls, who give their sixpences to fortune-tellers for information on certain important questions about "dark men," "fair men," and the like. The line of division between fortune-telling and witchcraft being a very slight one, we need not be surprised that the credulous often step over this boundary, and commit themselves to the most gross and absurd impositions.

In a case tried in Stafford in 1823, one Sarah Roxborough was charged with the following piece of roguery. She announced to a tradesman's wife at Hanley, that she could "rule the planets, restore stolen goods, and get in bad debts." On one particular day the wise woman appeared at the tradetman's house and began her professional incantations. She desired the wife to have a fire kindled in an upper room; to obtain from her husband twenty-five one-pound notes; to place the notes in her bosom, and to let them remain there till 9 o'clock in the evening. The credulous wife did as she was directed The woman Roxborough came again later in the day, went upstairs, and sent the wife down for some pins and some of her husband's hair. She then asked for the notes, saying she could not get on with-out them. The wife hesitated a little, but at length gave them. Sarah, after putting a little of the husband's hair into each note, and folding them up, made a small bundle of them, which she put on a chair. The wife, having some misgivings, wanted the notes returned; but the deceiver declared the charm would fail unless the notes remained a few minutes in the chair. Sarah then told her silly dupe to stand in the middle of the room, throw pins into the fire, and watch till they were consumed. While this was doing, the knavish woman watched for an opportunity to take up the roll of notes, and deposit in its place a small paper parcel of similar size and appearence. This, however, was not so adroitly done as to escape the notice of the wife; suspicion was aroused, the husband was called np-stairs, the impostor was searched, given into custody, tried, and imprisoned. The cheat was of the most vulgar kind, but it sufficed to show the intense credulity of the

person duped. No longer ago than 1857, a trial at the Stafford Assizes exhibited a farmer and his wife in such a light as would appear almost incredible, were it not that the narrative came from their own lips. The farmer, Thomas Charlesworth, lived at Rugby. He married in 1856, against his mother's wish: she quitted his roof, and gave him a mysterious caution not to make cheese, as it would be sure to crumble to pieces. This warning seemed to imply that the young wife would bewitch the dairy; but the farmer's evidence did not tend to show what he himself believed in this matter. Very shortly, everything seemed to go wrong: the cheese would not turn out properly; the farmer, his wife, and the dairymaid became unwell. In this predicament he sought the advice of a neighboring toll-gate keeper, who suggested that he should apply named James Tunnie The farmer and his wife started off, visited the wise man, told their story, and obtained a promise that he would come to the farm on the following day. He did come. His report startled the poor farmer. Mr. and Mrs. Charlesworth, the maid, all the horses, all the cows, the farm, and the cheese vat, were pronounced to be bewitched. A regular tariff was named for the disenchantmentfive shillings for each human being, five shillings for each horse, three-and-sixpence each cow, five shillings for the cheese vat, etc.—until the poor dupe had paid as much as seven pounds. No good result followed; the cheese was no better than before; and the inmates of the farm were (or fancied themselves to be) very much out of condition. They believed they heard at night strange noises, the bellowing of cattle, and the howling of dogs. Tunnicliff now asserted that the whole commotion was due to the influence of Charlesworth's mother over certain wizards living at Longton, Burton-on-Trent, and Derby; and that to counteract this baneful influence a large outlay of money would be needed. The farmer gave him an additional sum of thirty pounds. Still there was no improvement. And now occurred the strangest proof of deception on the one hand, and credulity on the other. The farmer took the knave Tunnicliff into his house, and allowed him to live there eleven months! The rogue lived an easy life, and fed on the best that the farm afforded. Sometimes he would make crosses on all the doors with witch hazel; and sometimes he would burn blue lights, to overcome the powers of the evil one. The farmer deposed in evidence that one night he was taken ill; that he heard a sound like that of a carriage in the yard, and another like a rush of wind through a passage; that the house-dog entered the room, followed by "the shape of another dog all on fire;" that after the farmer had said the Lord's Prayer the fiery dog disappeared, but the house-dog stayed, with his tongue hanging out and his paws hanging down. The mistress and the maid had both of them something to say concerning this fiery dog. After this extraordinary hallucination had continued nearly a year, even the obtuse mind of the farmer began to open to the possibility that the wise man had been making a dupe of him. He consulted a lawyer, and the lawyer colleeted evidence sufficient to bring upon Tunnicliff a sentence of twelve months' imprisonment with hard labor, "for obtaining money under false pretenses." But the evidence was not sufficient to show how far, or in what way, he had produced the appearances and the noises which had so much as-

sisted to keep up the cheat. The obstinate milk of a cow was the primary cause of this absurd exhibition of ignorance; and such an event has not unfrequently led to applications to fortune-tellers and wise men. Early in the present century there was a case in point, Indicrons in its commencement, but tragical at its close. A cow belonging to a tailor ceased to yield milk, and the tailor's wife believed that the nimal was bewitched. She assembled twelve women at her house and got them all to solemnly bless the cow; but still no milk came. She then applied to one Mary Butters, a fortune-teller. This woman advised that the tailor and another man should go to the cow-house, turn their waistcoats inside out, and stand by the head of the cow till the milk man who had possession of the watch. The came. The two simpletons did as they were noodle fancied he "saw whiskers," but no

doors and windows closed, and observing a strange silence everywhere, they forced an entrance, and saw within the house the tailor's wife, her son, and an old woman, all lying dead, together with Mary Butters in a very exhausted state. In this case there is reason to believe that the witch, or fortune-teller, was to a certain degree sincere in her witchery; she had shut herself up in the house with the three other persons, had closed every crevice, and put a pot on the fire containing pins, needles, crooked nails, a little milk, and (it is supposed) a little sulphur. The fumes had suffocated her wretched companions, and had nearly made an end of her-

An inquiry that came before the Bethnalgreen Police Court, in 1856, exhibited the metropolis in nearly as unfavorable a light as the country districts. The wife of a coppersmith, suffering under illness and anxiety, was told by some of her neighbors that she had a "spell" upon her, and was recommended to go to a "wise woman" named Sarah M'Donald; seeing that a medical man had failed to cure her. The wise woman told her that "some person was doing her an injury," and that the remedy would be the burning of ten powders. The dupe purchased the powders, at sixpence each, of M'Donald, who threw them into the fire, where they "cracked, and burned, and blazed, and bounced." The wise woman muttered some words, which were supposed to be part of a charm or ineantation. The silly wife repeated these visits seven or eight times, always unknown to her husband. It came out in the course of the investigation that the magic powder was only common salt; that, even then, the dupes (for the woman's daughter had also fallen into the snare) believed that the wise woman could "remove the spell" if she chose: in-deed, the complaint before the magistrate was, not that she had done wrong, but that she would not do what she could. The credulity was rendered the more strange by the fact that the tradesman's wife belonged to a good family, moving in a circle of society where the witch theory is not usually countenanced.

In 1825 a curious proof was afforded of the popular belief in a "sink-or-swim" method of lefecting a wizard. At Wickham Keith, in Suffolk, there dwelt one Isaac Stebbing, a small, spare, elderly man; he was a huckster, or dealer in small cheap wares. Near him dwelt a thatcher, whose wife became more and more silly as she advanced in years; while another neighbor, a farmer, also showed signs of mental weakness. The gossips of the village deeming it strange that there should be two silly persons among them, took refuge in the theory of witchcraft or necromancy, and sought about for some one who had done the mischief. The poor huckster was fixed upon. One cottager asserted that while using the frying-pan one evening, Isaac Stebbing was seen to dance up to the door. This, it seems, is one of the tests of wizard tactics; but Stebbing stoutly denied having done anything of the kind. Thereupon rose a charge that he had once called upon a neighbor with mackerel for sale, at 4 o'clock in the morning, before the family were up—another proof of black magic; he admitted having called at the hour named, but only as a dealer, and denied all compli-city with wizards. Not yet satisfied, the villagers ascertained from a cobbler that one day his wax would neither melt nor work properly, and that Isaac Stebbing passed his door at the very instant when this occurred, a sure proof (in the cobbler's estimation) that the huckster had bewitched the wax. The villagers, having their minds preoccupied with the belief that Stebbing was a wizard, did not like to be baffled, and proposed that the sink-or-swim test should be applied. The poor fellow consented. There was a large pond called the Grunner, on Wickham-green, and around this pond, on a certain day, a strong muster of villagers assembled. Four men were appointed to walk into the water with Isaac, and the parish constable attended to keeping the peace. Stebbing, wearing only his coat and breeches, walked into the pond, attended by the four men, and when they had waded about breast high, they lifted him up and laid him flat on his back on the surface of the water. Now it is known to bathers that when the lungs are moderately inflated, the human body weighs a little less than an equal bulk of water; and that a person can at such a time float on the surface, provided he keeps perfectly still. Whether the huckster was aware of this is not recorded; but he did float-rather to the disappointment of the wizard hunters. They called out, "Give him another!" and again did he remain so quiet as to float when placed on the surface of the water. Not yet satisfied, they cried out, "Try him again; dip him under the water!" and under he went, head down and heels up; but speedily recovering himself, he floated as before. The old man was more dead than alive when he had borne these repeated duckings for three quarters of an hour, and he hoped that his neighbors would be satisfied with the result. But they were not; they wished their wizard theory to he justified, even if the poor fellow's life had been sacrificed as a consequence. It was gravely proposed that "another man of his age and size ought to be made to swim with him." What this meant, we are not told; but they had probably begun to suspect the nature of his floating power. One Tom Wilden, of Hacton parish, was selected as the second man; and on the next following Saturday, nearly all the inhabitants of both villages assembled around the pond. By this time, however, the clergyman and church-wardens had heard of the affair, and forbade the

further prosecution of the monstrous ordeal. Do the last two or three years afford any indication that these degrading displays of ignorance have vanished from among us? At Stratford-on-Avon, in October, 1867, a whole family were smitten with a belief (so astonishing as to be itself almost unbelievable) that hideous headless men and woman were in the habit of coming down the chimneys during the night, pinching the inmates of the house, making horrible noises, and even turning the people out of their beds. A theory sprang up in the family that hey were all bewitched by a neighbor, Jane Ward, and that the shedding of some of Jane's blood would be necessary to the removal of the spell. The father forth with gave poor Jane a gash in the cheek with a knife, whereupon the family obtained, as they declared, peaceful nights. But a trial at the Warwick Assizes taught the deluded man that his peculiar mode of getting rid of witches was not exactly in accordance with the

laws of England. Again. At Newbury, in Berks, in February, 1868-last year-one Isaac Rivers having lost his watch, applied to a "cunning woman," named Maria Giles, to help him in his troubles. She received half a crown as payment for allowing him to look into a glass something like those used in hird-cages, in which he was to see the face of the

directed, and remained in the cow-house face. A few days afterwards he gave her many hours; but as the cow continued as dry nine shillings and sixpence, wherewith to buy as ever they returned to the house. Finding some "doctors' stuff," which was to assist in the search. A second time did he give her a similar sum of nine shillings and sixpence, for a similar puspose; but he saw neither doctors' stuff nor watch. On a fourth occasion the simpleton gave her twenty-five shillings (unless the watch were a gold one, he must have about paid its full value by this time), and he was bidden to remain indoors until, at midnight, Maria should bring him the man who possessed the watch. The simplicity with which he afterwards assured a magistrate that he did wait indoors, and that the people did not come with the watch. was something to marvel at.

At Cuckfield, in October, 1868, a married woman, being ill, applied to a "ounning man" to ascertain whether she was bewitched. A midnight meeting, a book of necromancy, a pair of tongs, some new pins, and a great deal of ceremonial ejaculation and jargon, somehow failed either to bring the witch to light or to cure the illness.

In November, 1868, at Tunbridge Wells. grounds for her jealousy. A bargain was made, that, for one shilling to buy doctors' stuff, the fortune-teller should bewitch a certain other woman that was supposed to have led the husband astray, and should give her "excruciating pain." Somehow or other, the wife herself was in great pain that same night, and then indicted the fortune-teller for having bewitched the wrong person. At Maidstone Assizes the charge settled down into the more definite one of obtaining a shilling under false pretenses.

Enough newspaper readers may remember still more recent instances of the same kind .- From All the Year Round.

## RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
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.

Sieeping-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 baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention.

а	TRAINS LEAVE STUT, VIZ. :-
1	Mail Train 8-00 A. M.
1	Paoli Accommodat'a 10'50 A. M., 1'10 and 6'50 P. M.
1	Fast Line and Eric Express 1150 A. M.
4	
3	Harrisburg Accommodation 2:30 P. M.
1	Lancaster Accommodation 4:10 P. M.
d	Parkesburg Train 5-30 P. M.
9	Cincinnati Express 8 00 P. M.
ı	Eile Mail and Pittsburg Express 9:45 P. M.
И	Accommodation
Э	
1	Pacific Express 12 00 night,
ч	Erie Mail leaves daily, except Sunday, running on
Ŋ	Saturday night to Williamsport only. On Sunday
Н	night passengers will leave Philadelphia at 8 o'clock
1	Pacific Express leaves daily. Cincinnati Express
ı	daily, except Saturday. All other trains daily, ex-
7	
ũ	cept Sunday.
1	The Western Accommodation Train runs daily,
1	except Sunday. For this train tickets must be pro-
1	cured and baggage delivered by 5 P. M., at No. 116
H	Market street.
i	TRAINS ARRIVE AT DEPOT. VIZ.:
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	Southern Express
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KI.	Pacific Express
	Harrisburg Accommodation
	For further information, apply to
	TOTAL B WANT DOOR In Please & sant

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 assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washing

will leave Depot corner Broad street and Washing ton avenue as follows:

Way Mail Train at \$30 A. M. (Sundays excepted for Baitmore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto 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 Castle.

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

Passengers for Fortress Monroe and Norfolk will

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 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Marrington and intermediate

stations.
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 630 A. M. and 448 P. M., will connect at Lamokin Junction with the 7-00 A. M. and 4-38 P. M. trains for Baltimore Central

Railroad.
From Baltimore to Philadelphia—Leave Baltimore 12b A. M., Way Mall; 92b A. M., Express; 235 P. M., Express; 235 P. M., Express; 235 P. M., Express; 245 P. M., Stopping at Magnolis, Perrynan's, Aberdeen, Havre-de-Grace, Perrynile, Charlestown, North-East, 212ton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

H. F. KENNEY, 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:-Leave PHILADELPHIA for PORT DEPOSIT from 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 apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

President and General Superi STOVES, RANGES, ETO.

THOMSON'S LONDON KITCHENE; or FUROPEAN BANGE for families, hotels, to public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bain Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and relail, by the manufacturers, SHARPE & THOMSON, No. 916 N. SECOND Street.

PAPER HANGINGS. OOK! LOOK!! LOOK!!!-WALL PAPERS and Linea Window Shades Manufactured, the cheavest in the city at JOHNSTON'S Depot, No. 425 STRING GARDEN Street, below Elevanth. Branch, No. 275 FVDERAL Street. Careton, New Jersey

EMPIRE SLATE MANTEL WORKS.-J. B

## 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

Of Passenger Trains, December 20, 1869.

Leaving the Company's depot at Thirteenth and Callowing the Company's depot at Thirteenth and Callowing is the following hours:— MORNING ACCOMMODATION.

At 730 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 KXPRESS.

At 815 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rechester, Niagara Palis, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

The 7:30 A. M. train connects at READING with The 130 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 915 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 Schnylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 0:10 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 7:50 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 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 2-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-46 P. M.
Harrisburg Accommodation leaves Reading at
7-15 A. M. and Harrisburg at 4-10 P. M. Connecting

at Reading with Afternoon Accommedation south at 625 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1240, noon, for Pottsville and all way stations; leaves Pottsville at 640 A. M., connecting at Reading with accommodation train for Philadelphia 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 from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 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 8-05 A.M. and 12-45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points.

Passengers for Mt. Pleasant and intermediate points take the 7:20 A. M. and 4:00 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7:00 and 11:00

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

Leaves New York at 9 A. M. and 5-90 P. M., passing Reading at 1-45 and 10-95 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc. Returning Express train leaves Harrisburg on armore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 535 A. M., and 1220 noon, passing Reading at 720 A. M., and 200 P. M., arriving at New York 1205 hoon, and 635 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

A Mail train for New York leaves Harrisburg at 5:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKHLL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 5:35 A. M., and 1:30 and 4:50 P. M.

SCHUYLKHLL AND SUSQUEHANNA RAILROAD.

Trains leave Advan at 5:55 A. M. and 3:40 P. M., for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 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.

Tickets.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

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

Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

Trains, at reduced rates.

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

COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families and firms. MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52 50 each, for families and

BEASON 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

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

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willew 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 5A. M., and for the principal stations only at 2.15 P. M.

FREIGHT THAINS leave Philadelphia daily at 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and

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

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M.,
2-80 F. M., 4-15 F. M., 4-40 F. M., 6-15 and 11-30 F. 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 F. M., 4-50 F. M., and 6-35 F. M.
Train leaving West Chester at 8-00 A. M. will stop
at E. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4-40 F. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passergers to or from stations between West Chester one, Gieh Riddle, Lenin, and B. C. Junction. Passergers 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 440 P. M., and will change cars at B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8-30 A. M. Leave West Chester for Philadelphia at 755 A. M. WILLIAM C. WHEELER,

4 105 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 16, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— West'WARD.
MAIL TRAIN leaves Philadelphia.— 9-25 P. M.
"Williamsport 7-40 A. M.
"arrives at Erie.— 8-20 P. M.
ERIE EXPRESS leaves Philadelphia. 11-40 A. M.
"Williamsport 9-40 P. M.
ELMIRA MAIL leaves Philadelphia. 7-60 A. M.
"Williamsport 6-40 A. M.
ELMIRA MAIL leaves Philadelphia. 7-60 A. M.
"Williamsport 6-40 P. M.
EASTWARD. BATIVES at Lock Haven. T-20 P. M.

BASTWARD.

MAIL TRAIN leaves Eric. 8-40A. M.

"Williamsport. 9-25 P. M.

arrives at Philadelphia. 6-20 A. M.

ERIE EXPRESS leaves Eric. 4-00 P. M.

"Williamsport. 3-30 A. M.

arrives at Philadelphia 12-45 P. M.

ELMIRA MAIL leaves Lock Haven. 8-00 A. M.

"Williamsport. 9-45 A. M.

"Arrives at Philadelphia. 6-50 P. M.

BUFFALO EXP. leaves Williamsport. 12-25 A. M.

"Harrisburg. 5-20 A. M.

"Arrives at Philadelphia. 9-25 A. M.

"Arrives at Philadelphia. 9-25 A. M.

Express East connects at Corry, Mail East at C-rry and Irvineton, Express West at Irvineton, with trains of Oh Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

RAILROAD LINES.

1869. FOR NEW YORK,—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Places.

FROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom. ...\$2:25

At 8 A. M., via Camden and Amboy Exceed. ... 3:00

At 2 P. M., via Camden and Amboy Express. ... 3:00

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 4:50 P. M., for Trenton. Trenton.
At 630, 3, and 10 A. M., 12 M., 2, 830, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burnington, Beverty, and Delanco.
At 630 and 10 A. M., 12 M., 336, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

FROM MENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bustel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. (upper side). Schenck's and Eddington,
At 7:20 and 10:45 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.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:20.
At 11:30 P. M., Emigrant Line. Fare, \$2.
At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., for Trenton. At 7, 9-30, and 11 A. M., 4, 6-45, and 12 P. M. for

At 12 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torresonic, Holmesburg, Tacony, Wissinoming, Bridesburg, and Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-20 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE KAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Emira. Ithaca, Owego, Rochester, Binghamton, Oswego, Syranse, Great Bend, Montrose, Wilkesbarre, Scrunton, Strondsburg, Water Gan, Schooley's Monn.

cranton, Strondsburg, Water Gap, Schooley's Mountain, etc.
A. 7-30 A. M. and 3-30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line consects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and

termediate stations.

AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS,
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and
on Thursday and Saturday nights at 11.30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, and Mouat Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lamberton and At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham,

Smithville, Ewansville, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., † and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-KISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

FOR GERMANTOWN. 1. 2, 3½, 3¾, 4 05, 4 25, 5, 5%, 6, 6½, 7, 8, 9 20, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 6-55, 7%, 8, 8-20, 9, 10, 10-50, 18 A. M., 1, 2, 3, 3-50, 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 Brauch.

ON SUNDAYS, Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% Leave Germantown at 8:15 A. M., 1, 8, 6, and 9%

CHESNUT HILL RAILROAD. CHESNUT BHL RAILEOAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9\*0, and 11 F. M.
Leave Chesnut Hill at 7\*10, 8, 9\*40, 11\*40 A. M., 1\*40, 3%, 5\*40, 6\*49, 8\*40, and 10\*40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9\*15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7\*50 A. M., 12\*40, 5\*40, and 9\*20, P. M.

25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. For Constitution at 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 4%, 5%, 6%, 805, 1005, and 11 9 P. M.

Leave Norristown at 5 40, 6 5 7, 7%, 8 50, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M.

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

t Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohecken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 256, 4, and 715 P. M.
Leave Norristown at 7 A. M., 1, 556, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 8 716, 9 and 1188 A. M. 116 Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Manayunk at 6:10, 6:25, 7½, 8:10, 9:20, and 11½ A. M., 2, 8½, 5, 6½, 8:30, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

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.

WINTER ARRANGEMENT.

Takes effect November 29 1859

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BENKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chuck, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niegara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 2:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 500 P. M. for Bethlehem, 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 35 A. 130 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, mi Union City Passenger Railways run to the new

Depot TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 245, 446, and 825 P.M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. Fort Washington at 9-25, 10-28 A. M., and 10 P. M. From Abington at 2-25, 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 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets soid and Baggage checked through at
Mann's North Pennsylvania Eaggage Express

Omce, No. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent. W EST JERSEY BAILROADS.

PALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper

Ferry), at 8-15 A. M., Mall, for Bridgeton, Salem, Millville, Vinciand, Swedesboro, and all intermediate stations.
2 15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3 50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations. 5:50 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered whart 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

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. DE MORTH WHARVES NO. ST NORTH WATER STREET,
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CAROLINA FLOORING,
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