THE ASTRONOMY OF JOB.

Every one is familiar with the story of It is a dark scene in the page of history. We are not about to repeat the account. Our object is simply to bring out a new point in Biblical criticism which recalls Galifeo to mind. When the ecclesiastical tribunal, in 1633, condemned the Italian astronomer for maintaining propositions, in regard to the revolution of the earth, "philosophically false, erroneous in faith, and expressly contrary to Holy Scripture," and triumphantly pointed to the command of Joshua, stand thou still upon Gibeon; and thou, Moon, in the valley of Ajalon; and the sun stood still and the moon stayed," the churchmen thought that the Ptolemaic system was as incontrovertible as the Aristotelian philosophy, and that both were in entire accordance Scripture. They had been, years before, amazed and enraged by the letter of Galileo to the Abbe Castelli, written to prove that the Scriptures were not intended to teach us science and philosophy, and that it was equally difficult to reconcile the Ptolemaic and Copernican systems with expressions in the Bible. They little thought, however, that there was a passage in Scripture, written more than two hundred years before Joshua crossed the Jordan, in which the doctrine of the revolution of the earth upon its axis, taught by Galileo, is fully affirmed. Yet such is the case; and, had their eminences been as good Hebraists as they were priests and inquisitors, they would have known that the Lord, when He answered Job out of the storm, had distinctly declared it, and would not have "darkened counsel by words without knowledge. Perhaps some of our readers will be not

less surprised than the cardinals themselves would have been, to find that the old patriarch had received a revelation on astronomy. They may say that the science of the heavens was born in the pure atmosphere of the Orient, where the moons of Jupiter can be seen without the aid of the glass of Fiesole, and that it is not strange that the "greatest among the sons of the East" should be acquainted with the peculiar science of his native land; but they are not prepared to acknowledge that Job was in advance of Copernicus. He was so, however, as we propose to show to their satisfaction.

A few years since the Rev. Carteret Priaulx Carey, Incumbent of St. John's, Guernsey, published a "Translation of the Book of Job." It is in blank verse, amply illustrated by critical notes and a commentary, The work is but little known in this country, though it possesses great merit. We extract the following lines from the thirty-eighth chapter. They begin with the twelfth versea well-known passage in the English Bible:-"Hast thou, since thy days, commanded the morn-

ing.

And caused the day-spring to know his place—
To take hold of the wings of the earth
That the wicked might be shaken out of it? It turneth round like a seal of clay, And things stand out as though in dress,"

An examination of the original will satisfy any one moderately acquainted with Hebrew that Mr. Carey is correct. The words will not bear the rendering given them in the Anglican version. A verbal critique would be out of place here. The translation alludes to the turning round of the earth like a seal of clay. Both in Assyria and Egypt these clay seals are found. They are made in the form of a wheel, and have their designs wrought in relief upon the tire, and when used were rolled over the soft war. or whatever was intended to take the impression. Thus the "objects," or designs. "stand out," and, as the seal rolls round, the revolution of the earth is declared and illustrated, and one remarkable agreement between science and Scripture is established conclusively.

In Galileo's time, had not a knowledge Hebrew been limited to very few, and had not the ecclesiastics of that day, like too many of the elergy of our own time, contented themselves with such acquaintance with Holy Writ as may be obtained from versions, there would not have been enacted that dark scene which affords, in the punishment and retraction of Galileo, so triumphant an exhibition of the wickedness and weakness of man. "Human nature." says Sir David Brewster, "is here drawn in its darkest coloring; in surveying the melancholy picture, it is difficult to decide whether religion or phi-losophy has been most degraded. While we hear the presumptions priest pronouncing in-fallible the decrees of his own erring judgment, we see the high-minded philosopher ab juring the eternal and immutable truths which he has himself the glory of establishing.

We will add that they who make it a business to interpret Scripture should inform themselves in regard to the original lan-guages in which Scripture was written, and ould not be terrified at the developments of modern scholarship.—Appleton's Journal.

A writer in Temple Bar, in discussing "The Anatomy of Quarrelling," says:—"There is nothing more painful, or more astounding, to a reflective man than to look back over his life, and see how the necessary evils of existence have been added to and multiplied by artificial means. If we could only take the sum of the evils of any particular life, and separate those which might have been avoided by the exercise of a little prudence or moderation, or common sense, we should be astonished at the small proportion that would remain. Of course, it is remarkably easy to be ex post facto wise; and some may doubt the advisability of a man's annoying himself by contemplating his bygone stu-pidity; but out of past errors may come future prudence, and a man who has proved to himself how great a mistake quarrelling is, may be determined to avoid thereafter so very profitless an indulgence. Quarrelling, as we shall endeavor to show, is almost invariably an indulgence, and therefore a thing which is avoidable. Nor is there any lot in life so fortunate and happy that quarrelling need be used as an alternative. Quarrelling, in short, is altogether and wholly a blunder. It wastes time, 'which is the stuff of life;' it destroys amicable sentiments that may have taken years to grow; it embitters one's own mind, vexes others, disturbs the system, and de-

stroys digestion.
"He was too happy to know anything of the passions, wrote Savage Landor to one his friends about Thomson the poet. There are some natures so harmoniously balanced as to be naturally averse to inci-dental and abnormal excitement. There are others, again, in a state of perpetual and sudden alternation, flying to extremes, espe-cially in emotional directions. But the vast majority of people hover between those two poles, and, especially in the matter of quarrelling, abandon themselves pretty much to circumstances. Now, if it could only be well understood that quarrelling is, as we say, invariably a blunder, and that it is almost invariably avoidable, it is clear that a little precaution might remove to a great extent this trouble from life. It takes two to make a quarrel, and you may refuse to quarrel if you like. The longer you quarrel the more unlikely are you to convince your

opponent that he is in the wrong. It is in the nature of quarrels that both disputants imagine that they are in the right. Recrimination never contains argument that has the least effect; and the only result of the quarrel is to waste a large portion of time in pro-fitless irritation, and to injure one's health."

The work of the state of the st

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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 Wainut streets cars run within one square of the Depet.

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

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TRAINS LEAVE MYOT, VIZ. :-Accommodation..... Pacific Express . 12-00 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sanday night passengers will leave Philadelphia at 8 o'clock-Pacific Express leaves daily, Cincinnati Express daily, except Saturday. All other trains daily, except Sonday.

cept Sunday.

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

TEAINS ARRIVE AT DEFOT, VIZ.:
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 Parkesburg Train
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 Fast Line
 9-40 A

 Lancaster Train
 12-55 P

 Erie Express
 12-55 P

 Southern Express
 7-00 P

 Lock Haven and Elmira Express
 7-00 P

 Pacific Express
 4-25 P
 Lock Haven and Elmira Express. 7:00 P. M.
Pacific Express. 7:00 P. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation 9:50 P. M.
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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.

by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted
for Baltimore, stopping at all regular stations
Connecting with Delaware Railroad at Wilmingto
for Crisfield and intermediate stations,
Express Train at 12 M. (Sundays excepted), fc
Baltimore and Washington, stopping at Wilmington

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, 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 and Magnona.

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 Delaware Railroad for Harrington and intermediate stations,
Leave Wilmington 6:30 and 8:16 A. M., 1:20, 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 7:00 A. M. and 4:38 P. M. trains for Baltimore Central Patrical.

From Baltimore to Philadelphia—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Expresa; 2-35 P. M., Expresa; 7-25 P. M., Expresa.
SUNDAY TRAIN FROM BAUTIMORE.

Leaves Baltimore at 725 P. M., scopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Eiston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Charter. H. F. KENNEY, Superintendent.

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WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1809, 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 Rallroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.

On Saturday the 2:25 P. M. train will leave at 4:30 P. M.

Passengers are allowed to take wearing apparel Passengers are allowed to take would be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

President and General Superinter

PROPOSALS.

PROPOSALS FOR TIMBER. OFFICE OF PAYMASTER U. S. NAVY,)

No. 425 CHESNUT STREET, PHILADELIFIIA, Jan. 1, 1870.) Sealed Proposals, indorsed "Proposals for Tim-ber," will be received at this onice until 12 o'clock M., on the 13th of January, for furnishing the United States Navy Department with the following Timber, to be of the best quality, and subject to inspection by the Inspecting Officer in the Philadelphia Navy Yard, where it is to be delivered within thirty days after acceptance of bid, free of expense to the Government, for which security must be to the Government, for which security must be

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10 pieces Yellow Pine, 36 to 48 feet long, 1634
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piece Yellow Pine, 58 feet long, 15 inches square topmast.

2 pieces Yellow Pine, 57 feet long, 21 inches s mare yards, to taper at ends to 12 inches.

3 pieces Yellow Pine, 60 feet long, 22 inches square yards, to taper at ends to 12 inches.

6 pieces Yellow Pine, 45 to 48 feet long, 17 inches square—yards, to taper at ends to 9 inches.

1 piece Yellow Pine, 55 feet long, 18 inches square without.

—iibboom.

The eleven pieces for yards, tapering, to have the heart in the centre at ends.

To be of the best quality, fine grained Southern Yellow Pine, which has not been tapped.

No more sapwood-than one-eighth of the face will be received on each corner. Deductions will be made in the measurement for all sapwood, axe marks, and improper squaring.

To be free from cross-grains, shakes, large knots, or other defects. The butts and tops to be cut of to sound wood.

to sound wood. The actual length and size of each peice required can be obtained on application to the Navat Constructor, Navy Yard. Elank forms for proposals at this office.

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Of Passenger Trains, December 20, 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 9:26 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carliele, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 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 HARRISBURG with Northern Central, Cumberland Values and Schwiltill and Sugarahagana Irains for Northern Control of the Control of

RISBURG with Northern Central, Cumberland Valley, and Schuylkiii and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. 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 10:20 A. M.

Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:50 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 delphia at 6.45 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

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 8-15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4-25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 400 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1235 and 515 P. M.

PERKIOMEN RAILROAD. 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 Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points.

Passengers for Mt. Pleasant and intermediate points take the 7-30 A, M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 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 ar-

rival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 neon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:25 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHROAD.

Trains leave Pottsville at 6.30 and 11.30 A. M., and 6.50 P. M., returning from Tamaqua at \$.25 A. M., and 140 and 4.50 P. M.,

SCHUYLKILL AND SUSQUEHANNA RAHROAD.

Trains leave Auburn at \$.25 A. M. and 23.20 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. 7-15 A. M. and 5-05 P. M

TICKETS.

Through first class tickets and emigrant tickets to if 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

Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

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

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FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAHS 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.

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CHESTER AND PHILADELPHIA NATLEOAD.
Leave Philadelphia from New Depot, THIRTY-FILST and CHESNUT Streets, 745 A. M., 1100 A. M., 240 P. M., 645 and 1130 P. M.
Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 1045 A. M., 105 P. M., 450 P. M., and 650 P. M.
Train leaving West Chester at 800 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 sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7.45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4.40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market atreet line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M.

Leave West Chester for Philadelphia at 7:56 A. M. and 4:00 P. M. WILLIAM C. WHEELER, General Superintendent.

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Williamsport 600 P. M.
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ALFRED L. TYLER, General Superintendent.

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FROM WALNUT STREET WHARP.
At 6-38 A. M., via Camden and Amboy Accom... \$2-25
At 9 A. M., via Camden and Amboy Express... \$-30
At 9 P. M., via Camden and Amboy Express... \$-30
At 6 P. M., for Amboy and intermediate stations.
At 6-38 and 6 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, 8, and 10 A. M., 12 M., 2, 8:30, 4:30, 6, 7, and 11:30 R. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S.A. M. and 2 P. M. for Rivertoa.
The 11:30 P. M. line leaves Market Street Ferry,

(upper side).

FROM RENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 18:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tribly and M., 2:30 and 5 P. M. for Morrisville and Tribly and M., 2:30 and 5 P. M. for Morrisville and Tribly and M. M., 2:30 and 5 P. M. for Morrisville and M. Tullytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M., for Schenck's and Eddington.
At 7:30 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.
Via Connecting Railway.
At 7, 2:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:35.

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. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytawn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk,

Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, Schooley's Moun-

Scranton, Strondsburg, Water Gap, Schooley's Mountain, etc.

A. 740 A. M. and 3430 P. M. for Belvidere, Easton, Lambertville, Fiemington, etc. The 340 P. M. Line connects 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 intermediate stations.

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

ROADS.
FROM MARKET STREET PERRY (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 Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Mediord.

At 7 and 10 A. M., 1, 3-20, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3-50 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 95, 19, 11, 12 A. M.,
1, 2, 3 14, 3 24, 4 05, 4 25, 5, 5 34, 6, 6 34, 7, 8, 9 20, 10, 11, 12
P. M.
Leave Germantown. Leave Germantown at 6, 685, 7%, 8, 8-20, 9, 10, 10-10, 12 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 step on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% Leave Germantown at S-15 A. M., 1, 3, 6, and 9%

P. M.

CHESNUT HILL RALEROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3M, 5M, 7, 920, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 940, 11:40 A. M., 1:40, 3M, 5:40, 6:40, 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 0:25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave I hiladelphia at 6, 7%, 9, and 11 05 A. M., 1%, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M.

The 42, A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 4P, M. train from Philadelphia will stop only at School lane, Manbyunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ 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., 1%, 3, 4, 4%, 5%, 6%, 805, 10 05, and 11 3; P. M.

Leave Manayunk at 610, 665, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7¼ P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7¼ P. M.

Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7% 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, NEGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BEKKS and AMERICAN Streets, (Sundays excepted), as follows:—

At \$500 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mehaney City, Pittston, Towanda, 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 945 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 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. WINTER ARRANGEMENT.

At 5:00 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 16:45 A. M., and

11 20 P. M.
For Abington at 1 15, 5 20, and S. P. M.
For Lansdele at 6 20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new From Fort Weshington at 9.25, 10.35 A. M., and

8-16 P. M.
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 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets soid and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11-1
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), 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.

8-50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

8-50 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 Avenue.
Commutation tickets at reduced rates between Philadelphia and all stations.
EATRA TRAIN FOR CAPE MAY.
(SATURDAYS ONLY.)

Leave Cape May, 1:10 P. M.
Leave Cape May, 1:10

LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 2st NORTH WHARVES NO. ST NORTH WATER STREET, S IM

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THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1140 CHESNUT Street, rear entrance No. 1147 Sansom street.

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Etc. Etc.

On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold by catalogue, along 800 lots of Now and Second-hand Heasehold Furniture, comprising—Parlor suits in brocatelle, plush, rops, and hair cloth; wilnut centre and bouquet tables, with brocadilla, Lisbon and Tenocessee marbles; about 25 suits of chamber farmiture, walnut finished in oil and varnish, with wardrobos to match; about 50 carpets of different kinds, library suits, with tables to match; oak and walnut dining room furniture, secretaries and bookcases; Spanish, library, reading and rocking chairs; rosewood and mahogany case piano-fortes, French plate mirrors, paintings, China toilet ests, glassware, stoves, etc. ase plano lortes, reconstores etc.

BARBERS' CHAIRS AND LARGE COUNTER

Also, at about 10 o'clock, will be sold, 2 barbers chair wall Papers.—Also, about 15,000 pieces of wal papers; in lots to suit purchasers.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 509 OHESNUT Street, rear entrance from Minor.

Administrator's Sale No. 827 S. Second street.
VALUABLE LEASE OF HOTEL, HOUSEHOLD
FURNITURE, ETC.
On Monday Morning,
10th instant, at 10 o'cleck, at No. 837 S. Second street,
the valuable lease for three years of an old-established
hotel, rent \$800 per annum; 12 bedsteads, mattresses,
blackets, bedding, dining-room furniture, carpets and oil
cloths, fine double-barrel gun, gold ring, etc. 1454 SCOTT'S ART GALLERY AND AUCTION Commission Sales Rooms, No. 1117 CHESNUT Street, Girard Row.

Particular attention paid to out-door sales at moderate rates.

PEREMPTORY SALE OF AMERICAN AND FOREIGN PICTURES.
On Thursday and Friday Svenings, 6th and 7th instant, at 7% o'clock, at Scott's Art Gallery, No. 1117 Cheshut street, will be sold, wishout the least reserve, a collection of American and Foreign Pointings. Included in the sale will be sveciment by Ream, Litschauer, Winner, Groase, Weismann, J. W Searbey, J. F. Marniin, E. W. Davis, Nortrim, Ray Henry Wilson, and others.

Now open for examination, with catalogues. 15 3t BY BARRITT & CO., AUCTIONEERS.

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L PPINCOTT, SON & CO., AUCTIONEERS, SPRUCE JOIST. SPRUCE JOIST. HEMLOCK, HEMLOCK. 1870 1870

O SEASONED CLEAR PINE. 18 SEASONED CLEAR PINE. 18 CHOICE PATTERN PINE. SPANISH CEDAR. FOR PATTERNS. RED CRDAR. 1870 FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, 1870

ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK. 1870 WALNUT BOARDS AND PLANK. 1870
WALNUT BOARDS AND PLANK. 1870
WALNUT BOARDS,
WALNUT PLANK.

1870 UNDERTAKERS LUMBER 1870 WALNUT AND PINE.

1870 SEASONED POPLAR. 1870 WHITE OAK PLANK AND BOARDS.

CIGAR BOX MAKERS' 1870 SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING, 1870 1870

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