## LITERATURE.

EVIEW OF NEW BOOKS. PERSONAL BEAUTY. By D. G. Brinton, M. D., and George H. Napheys, M. D. Published by W. J. Holland, Springfield, Mass.

For sale by subscription. The authors of this work think very rightly that personal beauty is an eminently desirable thing in itself, and that the love for adornment that is inherent in the nature of the sex feminine is worthy of all encouragement within proper limits. They, however, reprobate the barbarous practices that women resort to in the construction of artificial graces at the demands of fashion and a perverted taste, and they design to show in the present work, the advance sheets of which have been laid before us, what the true laws of beauty are, and how it may be cultivated and preserved in accordance with the laws of health. The subject is treated from an mathetic as well as a medical point of view, and the authors admit all that the most ardent admirers of beauty can desire, while pointing out the evils that cannot fail to result from the use of improperly prepared cosmetics, improper clothing, improper food, and improper care of the person. This work certainly supplies a desideratum, and as it is very complete in all its departments, it will undoubtedly achieve an immense popularity. Drs. Brinton and Napheys are medical men of good standing, and their recommendations are based upon scientific laws. The work is written in a pleasant vein, as befits the subject, and we regard it as a most timely and useful treatise on matters that are too often left to the tender mercy of quacks and charlatans, or to the ignorance of a misguided vanity.

-From Claxton, Renisen & Haffelfinger we have received "A German Course," by George F. Comfort, A. M., Professor of Modern Languages and Æsthetics in Allegheny College, Meadville, Pa. Published by Harper & Brothers. This is a progressive German course for the use of Colleges, High Schools, and Academies, in which the aim of the author has been to incorporate the most advanced views and principles of linguistic instruction as held by the best writers upon philology and the best practical educators in Europe and America. The work is well arranged, and the peculiarities of the German language are explained in such a manner as to relieve the student of many difficulties.

The same house sends us "Medora Leigh," also published by Harper & Brothers. We have already published in our columns the most important portions of this work, and it is therefore only necessary to give it a passing notice at this time.

-D. Ashmead sends us "Mrs. Gerald's Niece," a semi-religious novel of English life, by Lady Georgiana Fullerton, and "What is Judaism?" by Rev. Raphael D'C. Lewin, both of which are from the press of D. Appleton & Co.. The last named work is an explanation of the principles of the reform school of Judaism, and it will be interesting to those who wish to understand exactly what the principles of the reformers are and what they expect to accomplish. The essay is ritten in an earnest but temperate style, and it is well worthy of the consideration of both Jews and Christians.

-T. B. Peterson & Brothers send us "Eoline; or Magnolia Vale; or the Heiress of Grenoble," the sixth volume of the uniform edition of Mrs. Caroline Lee Hentz's novels.

The same house also send us their new illustrated catalogue, a novel and attractive feature of which are the portraits, with biographical and critical notices, of the principal authors whose works they publish.

-From the American Sunday School Union we have received "Jessie Burton; or, Danger in Delay," and "Over the Hedge; or, The Gate Opened," a couple of religious stories for young people.

-W. H. Bonsr & Co., No. 1102 Chesnut street, send us "The Romance of a Piano." Published by the American News Company. This lively brochure tells all about pianos and musicians, and gives a great deal of information in a style that will be appreciated by all who are interested in such matters.

-"A Cable Interview Between the President and the Queen" is imagined by Hon. E. H. Kellogg, who makes the two exalted personages referred to discuss the Alabama claims. The President certainly urges some cogent reasons why the claims should be setalled in the manner that he desires, and the Queen does not make a particularly vigerous defense. The dialogue reveals no new facts or arguments, and that it will have any potent influence in bringing about the result desired on both sides of the Atlantic is open to doubt. Published by the American News Company.

-The February number of Old and New has the following table of contents:-

"Old and New," the Editor; "La Creche," from the German; "Six Fingers and Toes," Burt G. Wilder, M. D.; "The French System of Storm Map," J. P. Lesley; "Language a Fine Art," Emma M. Converse; "Two Yards of Earth," Edgar L. Paxton; "Nature and the Great Rallroad," W. T. Brigham; "Too Neat by Haif," F. W., Holland; "Florida," Charles Beecher; "Gloria in Excelsis," Mrs. M. P. Lowe; "The West as it Is," Mrs. Julia Ward Howe; "Claude Blouet's Sufferings," after the French of M. Andre Theuriet; "The Negro and his Bureau." Srdnsy Andrews; "The Scriptures:—the Nature of their Inspiration, and their Relation to other Sources of Religious Truth," Henry W. Bellows; "Dreamspiration, and their Relation to other Sources of Religious Truth," Henry W. Bellows; 'Dreaming and Waking," E. Foxton; 'Lifting Up," Harriet E. Lunt; Janus on 'The Pope and the Council;" 'Ten Times One is Ten' (a story in eight chapters), Colonel Frederic Ingham; 'What is Religion?" C. Carroll Everett; "The Suez Canal;" 'The Examiner;" and 'Record of

.- The Riverside Magazine for February is Illustrated with a number of excellent designs of leading artists, and its stories, sketches, and verses present an attractive variety of reading matter for the young people.

-Turner & Co. send us the February number of The Lady's Friend, which has a steel plate frontispiece entitled "The First Ball," a double page colored fashion plate, and a number of patterns and diagrams illustrative of the latest fashions. The literary contents embrace an interesting series of stories

sketches, and dissertation on needle-work and household matters that will be appreciated by the fair sex. Turner & Co. also send us Our Boys and

Girls for January 22. - Godey's Lady's Book for February mainteins its ancient reputation in the number, variety, and excellence of its illustrations and in the high character of its literary contents. There is a steel-plate frontispiece entitled "Feeling the Patient's Pulse," a large colored fashion plate, and an abundance of new patterns for all kinds of needle-work. One of the attractive features of the number is the

Harland, entitled "The Vanes." -From the Central News Company, No. 505 Chesnut street, we have received the latest numbers of Punch and Fun.

initial chapters of a new novel, by Marion

## GENERALITIES.

A Panie in the Boston Music Hall.

A panic occurred in Music Hall, last Friday evening, which might have resulted seriously. evening, which might have resulted seriously. About 9 o'clock, during the exhibition drill of the Montgomery Guards, a seat in the gallery, upon which several persons were standing, gave way, and during the excitement consequent thereupon the cry of fire was wickedly raised. Consternation was at once spread among the vast audience present, which consisted of some 4000 persons, and a rush was wildly made for the doors. Many persons were knocked down and 4000 persons, and a rush was wildly made for the doors. Many persons were knocked down and trodden upon, and several ladies fainted. Fortunately the managers of the Fair and some other persons had the good sense and presence of mind to shout with stentorian voice that the alarm was without any good foundation, and that there was no occasion to apprehend danger. The andience was therefore soon pacified, though not before hundreds rushed out of the building in the wildest diamage. building in the wildest dismay. Death of the Mother of Parepa.

From the Boston Transcript, January 15.
Last evening, as Madame Parepa-Rosa was preparing for the opera, she received intelligence of the death of her mother, in London. The news was wholly unexpected, for although the deceased was an invalid, recent letters have reported her health to be as good as it had been for months. The deceased was a member of the for months. The deceased was a member of the celebrated Seguin family—a sister of Edmund Seguin, the famed baritone, so well remembered by old opera-goers here—and was herself a singer of high repute. She appeared in covers to the of high repute. She appeared in opera in Italy, and in many other parts of the Continent. Early in life she married Count Parepa, a Wallachian nobleman, and was known best by that name. Two sisters of the deceased have died within a few months, one of them quite recently. Ed-mund Seguin died in New York, December 11, 1852, and his widow still resides in that city. She sang in opera with her husband, and was Miss Childe before her marriage. Mr. E. Seguin, one of the baritones of the Parepa-Rosa troupe, and Mr. W. Seguin, one of the treasurers of the company, are sons of Edmund Seguin, and cousins of Madame Parepa-Rosa.

Brigham Young on Turkish Baths and Presidential Aspirations.

The Latter Day Prophet has addressed the following words of comfort to the modest friend of the Mormons in New York:-

SALT LAKE CITY, U. T., Jan. 5, 1870—Hon. George Francis Train, New York—Dear Sir:— "We read of you and your progress with considerable interest. The fact is, that your visit among the people here was highly appreciated, and there are many evidences of this in the kindly expressions uttered towards you. "I regret that our opportanties for conversation were so limited, and will be pleased to meet you at any future period business or pleasure may bring you in our midst. As an item of pleasure may bring you in our midst. As an item of news, I may inform you that a Turkish bath house is in course of erection in this city, under the super-intendence of an active, energetic agent, who has taken pains to acquaint himself thoroughly with the modus operandi. \* Our mutual friends, President George A. Smith and Elder George Q. Cannon, send to you their best respects and join with me in saying, "Success to you in your race for the Presi-dency." Yours, with respect, Brigham Young.

Te this Train responded, plastering Brigham with praises, urging him to resist the United States Government, and promising to "tear down a Puritan church or two in New York by way of diversion" the moment the forces of the Government march on Utah.

SHIPPER'S QUIDE.

## 1870.

IMPORTANT TO SHIPPERS. ALL RAIL FREIGHT LINE BETWEEN

Philadephia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and Southwest will be transported, ALL RAIL.

No change of cars between Philadelphia and Columbus, Cincinnati, Indianapolis, Chicago, or St. Louis.

Special attention will be given to the prompt and rapid transportation of first and second class goods.

Rates furnished and Through Bills Lading given at the Office.

No. 44 South FIFTH Street.

Freight received daily until 6 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Railroad Company.

Cor. Washington Av. and Swanson St. JOHN S. WILSON, Gen. Th. Frt. Agt. P. W. & B. R. R. Co.

JAMES C. WILSON,
Agent Baltimore and Ohio R. R. Co.
N. B.—On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio route will be the sawe via Canal to Baltimore as by the Railline.

18 Imrp

THE PRINCIPAL DEPOT FOR THE SALE OF

REVENUESTAMPS

NO. 204 CHESNUT STREET.

CENTRAL OFFICE, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at

the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail

or Express) all orders, immediately upon receipt, a matter of great importance.
United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and

gratuitously furnished. Revenue Stamps printed upon Drafts, Check Receipts, etc.
The following rates of commission are allowed tamps and Stamped Paper:-

On \$25 and upwards..... 9 per Address all orders, etc., to STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

RAILROAD LINES 1869 FOR NEW YORK THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies lines from Philadelphia to New York and Way Places.

New York and Way Places.

At 6-30 A. M., via Camden and Amboy Accom. .. \$2-25
At 5 A. M., via Camden and Amboy Accom. .. \$2-25
At 5 P. M., via Camden and Amboy Express. .. 8-90
At 5 P. M., via Camden and Amboy Express. .. 8-90
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Treehold.

At 680, 8, and 10 A. M., 12 M., 2, 3-30, 4-30, 6, 7, and 11:20 P. M. for Bordentown, Florence, Burnington, Bevery, and Delanco. At 6:20 and 10 A. M., 12 M., 8:30, 4:30, 6, 7, and 11:30 At 6:30 and 10 A. M., 12 M., 3:36, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riversalde, Riverton, Paimyra, and Fish House, 5 A. M. and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper side).

PROM KENSINGTON DEPOT.

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

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

At 730 A. M., \$30 and 5 P. M. for Morrayme and Tullytown.

At 730 and 1045 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 1045 A. M., \$30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at \$30 P. M. for Holmesburg and intermediate stations.

YEACH YOUR CONNECTION RAILWAY.

At 7, \$36 and 11 A. M., 120, 4, 645, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$325.

At 11 30 P. M., Emigrant Line. Fare, \$9. At 7, 9 30, and 11 A. M., 1 20, 4, 6 45, and 12 P. M. for Trenton. At 7, 930, and 11 A. M., 4, 645, and 19 P. M., for Bristoi At 12 P. M. (Night), for Morrisville, Tuilytewn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 980 A. M., 645 and 12 P. M. Lines will run

daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. At 730 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

Scranton, Stroughburg, Water Gap, Schooley & Mountain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 330 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 RAILROADS.

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, 8:30, and 5 P. M., for mithville, Ewansville, Vinceutown, Birmingham, Smithville, Ewansville, Vinct 1888 and Pemberton.

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

At 7 A. M., 1 and 3:39 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN, AND NOR-

PHILADRIPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 19, 11, 12 A. M.,
1, 2, 34, 33, 4-05, 4-25, 5, 54, 6, 63, 7, 8, 9-20, 10, 11, 12 P. M.
Leave Germantown at 6, 6:58, 7%, 8, 8:20, 9, 10, 10:50, 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 stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia at 945 A. M., 2, 405, 7, and 103

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

Leave Germantown at 845 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 3, 10, 12 A. M., 2, 3%, 5%, 7, 990, 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., 1:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8:05, 10:05, and 11:2 P. M.

Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 5%, 6%, 5%, 6%, 830, 10 05, and 11% P. M. Leave Manayunk at 610, 656, 7%, 810, 9 20, and 11% A. M., 2, 8%, 5, 6%, 830, and 10 P. M. Leave Manayunk at 610, 656, 7%, 810, 9 20, and 11% A. M., 2, 8%, 5, 6%, 830, and 10 P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. 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.

WINTER ARRANGEMENT.
Takes effect November 22, 1889.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:

At 800 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nisgara 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.

At 600 P. M. for Bethlehem, Easton, Allentown,

At5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 730 and 1045 A. M., a

11:20 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For Lansdale at 6:20 P. M.
Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Hailways run to the new

Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2-15, 4-46, and 8-25 P.M.

From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M.

From Lansdale at 7-30 A. M.

From Fort Washington at 9-25, 10-35 A. M., and

3-10 P. M.

3-10 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 sold and Baggage checked through at
Mann's North Pennsylvania Baggage Expresionice, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.
PALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 815 A. M., Mall, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations.

2:15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.

2:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5:30 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 Wahut street.
Freight delivery at No. 238 South DELAWARE Avenue. tation tickets at reduced rates between

Commitation tickets at reduced rates be childelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(AAFURDAYS ONLY.)

Leave Philadelphia, 5-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintend September 16, 1969

A LEXANDRE G. CATTELL& CO
PRODUCE COMMISSION MERCHANTS.

No. 80 SORTH WHARVES

No. 80 SORTH WARVES

PHILADRIPHIA

ALEXANDRE G. CATTELL

REPARTMENT

ALEXANDRE G. CATTELL

AL

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

WINTER ARRANGEMENT

WINTER ARRANGEMENT
Of Passenger Trains, December 29, 1869.
Leaving the Company's depot at Thirteenth and Callowhili streets. Philadelphia, at 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 EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinessove, Taimagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

port, Elmira, Mochester, Niagara Falis, Buffalo, Wilkeebarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

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 Valley, and Schuylkill 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 6-35 A.M., stopping at intermediate stations; arrives in Philadelphia at 2-10 A.M. Returning, leaves Philadelphia at a -00 P. M.; arrives in Pottstown at 6-15 P.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 9-30 P.M., and Pottsville at 9-40 A.M., and at Pottsville at 9-10 A.M., and Pottsville at 9-10 A.M.

P. M.
Trains for Philadelphia leave Harrisburg at 940 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 6-45 P. M.
Harrisburg Accommodation leaves Reading at delphis at 6-15 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 12-20, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Peaking with the passenger car attached.

at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8 A. M., and Philadelphia at 8 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 1-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-35 and 5-15 P. M.

PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD,
Passengers for Schwenksville take 7:20 A. M., 12:30
and 4:00 P.M. trains from Philadeiphia, 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.
COLEBROOKDALE RAILROAD. Passengers for Mt. Plessant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadel-

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 THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.

for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:20 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:05 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 3:40 P. M. 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..

Trickets.

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 and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train,

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families and firms.

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

twelve months, for holders only, to all points, at reduced rates.

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

EXCURSION TICKETS from Philadelphia 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 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 to P. M.

FREIGHT TRAINS leave Philadelphia daily at 425 A. M., 1230 noon, 5 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and 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 Streets.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 7130 A. M.,
230 P. M., 446 P. M., 440 P. M., 675 and 1130 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 830 A. M., 745 A. M., 1035 A.
M., 156 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 850 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 745 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 440 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly by
the Chesnut and Walnut streets cars. Those of the
Market street line run within one square. The
cars of both lines connect with each train upon its
arrival.

ON SUNDAYS.

arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7 05 A. M. and 4 00 P. M. WILLIAM C. WHEELER, General Superintender 4 105

PHILADELPHIA AND ERIE RAILROAD.—

On and atter MONDAY, Nov. 16, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphis:— wxsrwarn.

MAIL TRAIN leaves Philadelphia... 9-25 P. M. Williamsport. 7-40 A. M. Williamsport. 9-00 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 Lock Haven. 7-20 P. M. RASTWARD. MAIL TRAIN leaves Eric. 8 40A.

Williamsport. 9 20 P.

arrives at Philadelphia. 6 20 A.

EXPRESS leaves Eric. 4 00 P.

Williamsport. 8 30 A. Williamsport.... 8-30
arrives at Philadelphis 12-45
RI.MIRA MAIL leaves Lock Haven.... 8-00
Williamsport... 9-45

Williamsport 945 A
arrives at Philadelphia. 6 90 B
BUFFALO EXP. leaves Williamsport 1225 A
Harrisburg 590 A
arrives at Philadelphia. 6 90 L
Express East connects at Corry, Mail East at Co
and Irvineton, Express West at Irvineton, trains of Ou Creek and Allegheny River Railroad.
ALFRED L TYLER, General Superintenden

RAILROAD LINES. DENNSYLVANIA CENTRAL BAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1868.

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 Chesmut and Wainut 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 Chesmut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 115 Market street, will receive attention.

Mail Train.

FRAIRS LEAVE SPOT, VIZ.:

Mail Train.

Paoli Accommodation. 10-20 A. M., 1-10-and 6-20 P. M. Fast Line and Eric Express.

Lancaster Accommodation.

Lancaster Accommodation.

4-10 P. M. Parkesburg Train.

Cincinnati Express.

8-00 P. M. Erie Mail and Pittsburg Express.

8-00 P. M. Erie Mail and Pittsburg Express.

8-00 P. M. Erie Mail and Pittsburg Express.

8-00 P. M. Pacific Express.

8-00 P. M. Pacific Express.

8-00 P. M. Parkesburg Train.

8-00 P. M. Parkesburg Train.

8-00 P. M. Pacific Express.

Accommodation. 12-11 A. M.
Pacific Express. 12-00 night.
Eric Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock.
Pacific Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.

TRAINS ABBIVE AT DEFOT, VIZ.:
Cincinnati Express. 8-10 A. M.
Philadelphia Express. 6-40 A. M.
Erie Mail. 6-20 A. M.
Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M.
Parkerburg Train. 9-10 A. M.
Lancaster Train. 12-35 P. M.
Southern Express. 7-00 P. M.
Lock Haven and Elmira Express. 7-00 P. M.
Pacific Express. 12-35 P. M.
Harrisburg Accommodation, apply to
JOHN F. VANLEEK, Ja., Ticket Agent,
No. 201 CHESNUT Street,
FRANCIS FUNKS, Ticket Agent,
No. 201 CHESNUT Street,
FRANCIS FUNKS, Ticket Agent,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not as-

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. General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8-20 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 Wilmingtot
Perryville, and Havre-de-Grace. Connects at Wil
mington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-20 P. M. (dally), 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 12-00 M. train.

WILMINGTON TRAINS.

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 ware Railroad for Harrington 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 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 Railroad.

Ratiroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 925 A. M., Express; 226 P. M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. 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 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.

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.

Passenger are allowed. 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,

11 1 President and General Superintendent.

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B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

CONTRIBUTORS' SPECIAL SALE OF OIL PAINT On Tuesday and Wednesday Evenings,
Jan. 17 and 18, at 7 o'clock, at Scott's Art Gallery, No.
1117 Chesnut street, will be sold, without the least reserve,
a number of paintings, elegantly framed, embracing river
and mountain views, landscapes, marines, etc.
ALSO, ON ACCOUNT OF WHOM IT MAY CONCERN,

About 20 paintings, purchased at private sale. 1 17 81 C. D. McCLEES & CO., AUCTIONEERS We will sell on the premises, at No. 8 North Fifth atreeb.
On Thursday Morning.
January 20th, at 10 o'clock, the entire Stock, Machinery,
Fixtures, etc., of a first class shoe manufactory, including
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of ladies', misses' and children's balmorals.
The entire lot to be sold without reserve.

1828

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2 177 No. 711 N. N1NTH Street, above Coates. TO OWNERS, ARCHITECTS, BUILDERS AND ROFFERS. ARCHITECTS, BUILDERS, AND ROFFERS. Accel: Ves, yes. Every size and kind, old or naw. At No. 543 N. THIRD Street, the AMERICAN CONVERTE PAINT AND ROOF GOMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-verming, Fire, and Water-proof: Light, Tight, Durable, No oracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Oare, promptness, certainty! One price! Call Examine! Judge!

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