The stream that hurries by you fixed shore Returns no more: The wind that dries at morn you dewy lawn Breathes, and is gone; Those wither'd flow'rs to summer's ripening

glow No more shall blow: Those fallen leaves that strew you garden bed For aye are dead.

Of laugh, of jest, of mirth, of pleasure past, Nothing shall last; On shore, on sea, on hill, on vale, on plain, Nought shall remain; Of all for which poor mortals vainly mourn,

Nought shall return; Life bath his hour in heav'n and earth beneath, And so bath Death. III.

Not all the chains that clank in eastern clime Can fetter Time: For all the phials in the doctor's store Youth comes no more: No drug on Age's wrinkled cheek renews Life's early hues;

Not all the tears by pious mourners shed Can wake the dead. For all Spring gives, and Winter takes again, We grieve in vain;

We heave the sigh; On, ever on, with unexhausted breath, Time hastes to Death: Even with each word we speak, a moment

Vainly for sunshine fled, and joys gone by,

Is born, and dies.

If thus, through lesser Nature's empire wide Nothing abide-If wind, and wave, and leaf, and sun, and Have each their hour-

He walks on ice whose dallying spirit clings To earthly things; And he alone is wise whose well-taught love Is fix'd above.

Truths firm as bright, but oft to mortal ear Chilling and drear, Harsh as the raven's croak the sounds that

Of pleasure's knell: Pray, reader, that at least the minstrel's strain Not all be vain; And when thou bend'st to God the suppliant

Remember me! GERALD GRIFFIN. Pallas, October 10, 1836.

SILK CULTURE.

Shall America Raise Its own Silk?—Arkansas Enterprise. The Little Rock Republican of a late date

We publish herewith a letter from Secretary White to the New York Tribune, and from Hon. W. D. Kelley, of Pennsylvania, to Secretary White, and from H. A. Millen to Secretary White, in relation to the silk produced by Miss Yarborough, and exhibited at the last State fair. If every citizen of the State would call attention, as Becretary White has, to some one of the many undeveloped re-sources of wealth, that only require a stroke from the magic wand of industry and enterprise, to convince the public that this or that pursuit is not altogether Utopian, instead of seeing thirty thousand immigrants coming into the State annually, thre would be ten times that number. All communications of this character are "as bread cast upon the waters;" it returneth after many days.

As Mr. Kelley says, there is a great strife for commercial independence and national supremacy. During the two years ending on the 30th of June, 1869, he says we paid over \$40,000,000 for the raw and manufactured silks brought to this country. This amount was paid in gold, and estimating the present population of the United States at 40,000,000. each man, woman, and child, without regard to race or previous condition, in the United States, pays one dollar per head for silks alone. Now the question arises, can this supremacy ever be attained, with this large balance against us? The raising or culture of silk is not laborious; the women and children of the country who have been deprived of their natural protectors, are competent to perform every thing connected

with it. As early as 1732, the culture of silk was undertaken in Georgia, and an article equal to the best French or Italian silks was produced. In 1749 the production reached one thousand pounds and commanded the highest price in London. In 1760 the product reached to 15,000 pounds, and in 1766 it run as high as 20,000. Similar experiments were made in many of the more Northern States, but none proved as likely to be successful for a series of years as the Southern States. Since the Revolutionary war, but little attention has been paid to the culture of this article in those States whose climate and soil are best adapted to the wants of the silkworm. The culture of rice and cotton seems to have absorbed the entire attention of the people of those States, and perhaps was a crop much easier managed, and that required less personal supervision than the raising of silk. This labor can never be again employed to the extent that it once was; it is seeking other avenues and produces more aggregate wealth than it ever did. The white as well as the black labor must be reorganized, and the more intelligent it is, the lighter will be the avocation it will select. The difficulty in growing silk has been that the proper amount of leaves could not be grown to support the silk worm. This objecion seems to be obviated in this country, as the leaf upon which Miss Yarborough feeds her worms grows with great rapidity and is a hardy plant that every citizen knows will

Slik from Arkansas. Editor Tribune:-From the enlightened interest you have long taken in American products and manufactures, and the respect you must have for the hamblest effort indicating capacity, development and progress in the country, I feel authorized to forward to you for inspection a skein of sewing silk made from the native mulberry of Arkansas, and spun by Miss M. A. Yarborough of Ouachita county, and exhibited in a large quantity at the State Fair, recently held at Little Rock. The thread, I am told, is composed of one hundred and twenty primary threads, or webs, as formed by the silk-worm and, though well done, was by machi-nery scarcely more artificial than used the worm itself. It has been to years since I first heard, through an intelligent source, that the white zoulberry in Arkansas was equal for the production of silk to the foreign varieties. If this be true, we have another element of

wealth add to the long list of cotton, fruits, etc., raised here with ease and in abundance. and quality equal respectively to any part of the continent. The tree seems to flourish on the poorest and richest, the highest and lowest lands alike, and is often planted in barren places for shade, by reason of certainty and fulness of its growth. I hope you will find something in the sample enclosed worthy of your notice and perhaps the attention of others.

I am, very respectfully, your obediant ser-ROBERT J. T. WHITE, vant, Secretary of State.

Little Rock, Oct. 9, 1869.

PHILADELPHIA, Nov. 14, 1869,-Robert J. T. White, Esq., Secretary of State—Dear Sir:—I have just read in the New York Tribune your note of the 19th ult, to the editor, enclosing a skein of silk, the manufacture of a lady of Arkansas from raw silk produced by worms fed upon your native white mulberry tree. If this tree, so common with you, will yield good silk, it is a matter of congratulation to the people of the country as well as to those of your richly endowed State. We are engaged in a bloodless strife for commercial independence and national supremacy. The production of our own silk and its manufacture into thread and fabrics would be an immense stride towards victory. During the two years preceding the 30th of June, 1869, we imported over \$40,000,000 of silk and manufactures of silk, for almost every dollar's worth of which we paid in gold

or gold-bearing bonds.

If the people of Arkansas can raise the silk, we of the Atlantic States are prepared to manufacture it. To promote these desirable ends, will you send specimens of Miss Yarborough's silk thread to Messrs. Wm. H. Horstmann & Sons, Philadelphia, Pa., and Mr. John Ryle, Paterson, N. J., who have been among the feremost promoters of the manufacture of silk in this country? They will, I am sure, take pleasure in making its quality and the source of supply known to the trade at large. Assured that you will pardon my freedom, I remain yours, very truly, WM. D. KELLEY,

OFFICE CIR. SUP'T PUB. INSTRUC'N, NINTH JUDICIAL DISTRICT, CAMDEN, ARK., Nov. 39, 1869.—Hon. Robert J. T. White, Little Rock, Arkansas:—Dear Sir:—I have just returned from a protracted tour through my district, and find your favor of the 22d inst., enclosing a copy of the very interesting letter from the Hon. Wm. D. Kelley, in relation to the skein of silk sent by your milk sent by your milk sent by your milk. of silk sent by you with a note to the New York Tribune awaiting me. I enclose five skeins of the silk of the lot which was swarded a premium at our State Fair-all I have left; would send more, but it cannot be procured, as Miss Yarborough only manufactured some seven pounds of it, merely by way of experiment, all of which she sold to merchants of this city, who, in turn, have disposed of it to their customers.

The honorable gentleman certainly speaks in very flattering terms of our State. Silk raising here can be made very remunerative to those engaging in the business. A moiety of the capital invested and energy displayed in our older and more prosperous States in developing any special branch of industry would place Arkansas, at least in this particular, among the foremost silk-producing countries. I remain, your obedient servant. H. A. MILLEN.

SHIPPER'S QUIDE.

1870.

IMPORTANT TO SHIPPERS. ALL RAIL PREIGHT LINE BETWEEN

Philadeplhia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangement have been perfected between the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and South west will be transported, ALL RAIL. No change of cars between Philadelphia and Columbus, Dincinnati, Indianapolis, Chicago, or St. Louis.

Special attention will be given to the prompt and rapid ransportation of first and second class goods. Rates furnished and Through Bills Lading given at the

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 same via Canal to Baltimore as by the Rail line. 18 lmrp ROOFING.

R E A D Y R O O F I N G.applied to STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
Shingle Roofs without removing the shingles, thus avoid
ing the damaging of ceilings and furnitare while under
going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'
ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at shornotice. Also, PAINT FOR SALE by the barrel or gallon
the best and chesnest in the market.

the best and chespest in the market.

W. A. WELTON,

175 No. 711 N. NINTH Street, above Coates. TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 548 N. THIRD Street, the AME RICAN CONCRETE PAINT AND ROOF COMPANY 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 prushes, cans, buckets, etc., for the work. Anti-verning, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Oare, promptness, certainty! One price! Call Examine! Judge!

Agents wanted for interior counties.

THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS.

No. 304 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 Agencies.

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.

Entited States Notes, National Bank Notes, Drafts

on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Re-

ceipts, etc.
The following rates of commission are allowed on Stamps and Stamped Paper:-On \$25 and upwards..... 2 per cent,

1 : Address all orders, etc., to No. 304 CHESNUT STREET, PHILADELPHIA. WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SOCOND Street, Philadelphi

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Raliroad Companies' lines from Philadelphia to New York and Way Places.

PROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom... \$3:25
At 8 A. M., via Camden and Amboy Express... 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 5 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., \$13 M., \$3:30, and 4:30 P. M., for Trenton.

Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 8:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Paimyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

(upper side),
PROM RENSINGTON 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 Tullytown.
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 PHILADRIFHIA DEPOT.

Via Conprecting Fallway.

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, \$3.25. 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 Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 930 A. M., 645 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, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain etc. tain, etc.
A. 7-30 A. M. and 3-30 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

CAMDEN 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 Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Medford. At 7 A. M., 2-15 and 6-56 P. M. 107 Lamberton.

At 7 and 10 A. M., 1, 3-30, 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 3-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-

HILADELPHIA, 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., 2, 34, 34, 4-05, 4-25, 5, 54, 6, 64, 7, 8, 9-20, 10, 11, 12 P. M. Leave Germantown at 6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M., 1, 2, 3, 3.50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8.20 down train and 3½ and 5½ up trains will

not stop on the Germantown Branch.
ON SUNDAYS,
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% Leave Germantown at 8-15 A. M., 1, 3, 6, and 91/4

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9 20, and 11 F. M.

Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40, 3½, 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., 1 240, 5 40, an 19 25 P. M.

FOR CONSHOHOCKEN AND NORTH AND

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8 05, 10 05, and 11½ P. M. Leave Norristown at 5 40, 6 25, 7, 1½, 8 50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. T. The 7¾ A. M. train from Norristown will not stop

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., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1,5½, and 9 P. M. FOR MANAYUNK.

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, 6:55, 7½, 8:10, 9:20, and 11½ A. M., 2, 3½, 5, 6; 4%, 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., 43% P. M. Leave Plymouth, 6% A. M., 43% 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 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 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, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroads, At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton. At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 445 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and For Fort washington at 1.35 and 10.45 A. M., and 11.50 P. M.
For Abington at 1.15, 5.20, and S. P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2·15, 4·40, 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.

S 10 P. M.
From Abington at 2 35, 6 45, and 9 20 P. M.
ON SUNDAYS.
Philadelphia for Bethiehem at 9 30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 00 A. M.
Bethiehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

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

tions.
3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro, S-20 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-20 P. M., Woodbury and Glassboro accommodation.

fion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

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

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 20 MORTH WHARVES NO. W NORTH WATER STREET, 1200 ALKLASDER G CATTELL. ELEJAN CAPITAL

RAILROAD LINES.

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

Of Passenger Trains, December 20, 1869.

Leaving the Company's depot at Thirteenth and Callowhil streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7:30 A.M. for-Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P.M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A.M. for Reading, Lebanon, Harrisburg, Pottsville, Pinepaove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hugerstown, etc.

Hagerstown, etc. The 7:30 A. M. train connects at READING with

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 Schuyikil 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 6-15 A. M., stopping at intermediate stations; arrives in 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 9-30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 205
P. M., and Pottsville at 245 P. M., arriving at Phila-

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 at 6:35 P. M., arriving in Philadelphia at 9:25 F 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 Philadelphia and all way stations. at Reading with accommod phia and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at S.A. M., and
Philadelphia at S.15 P. M. Leave Philadelphia for
Reading at S.A. M.; returning from Reading at 4.26
P. M. CHESTER VALLEY RAILROAD.

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 Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

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

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 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, 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 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 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 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 1:30 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

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

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Potistown 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,

COMMUTATION TICKETS.—At 25 per cent. dis-Trains, at reduced rates. count, between any points desired, for families and firms.

MILEAGR TICKETS.—Good for 2000 miles, be-tweenall 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 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 Phaadelphia 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 places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4 25 A. M., 12 20 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

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

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1100 A. M.,
230 P. M., 445 P. M., 440 P. M., 645 and 1140 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1046 A.
M., 155 P. M., 450 P. M., and 655 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
West Chester at 745 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. W. 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 Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M. Leave West Chester for Philadelphia at 755 A. M. WILLIAM C. WHEELER, General Superintende 4 105

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:— WestWARD.
MAIL TRAIN leaves Philadelphia... 9-35 P. M.
"Williamsport... 7-40 A. M.
"arrives at Erie...... 8-20 P. M.
ERIE EXPRESS leaves Philadelphia... 11-40 A. M.
"Williamsport... 9-00 P. M.
"arrives at Erie.... 10-00 A. M.
"BLMIRA MAIL leaves Philadelphia... 7-50 A. M.
"Williamsport... 6-00 P. M.
"arrives at Lock Haven... 7-20 P. M.
"ARSTWARD.

arrives at Lock Haven. 730 P. M.

RASTWARD.

MAIL TRAIN leaves Erie. 5 40A. M.

"Williamsport. 9 25 P. M.

"Arrives at Philadelphia. 6 20 A. M.

ERIE EXPRESS leaves Erie. 400 P. M.

"Williamsport. 3 30 A. M.

"Arrives at Philadelphia. 12 45 P. M.

ELMIRA MAIL leaves Lock Haven. 800 A. M.

"Williamsport. 9 45 A. M.

"Arrives at Philadelphia. 6 50 P. M.

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

"Arrives at Philadelphia. 9 25 A. M.

"Arrives at Philadelphia. 9 25 A. M.

Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1969.
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 Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut 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. 116 Market street, will receive attention.

receive attention.
TRAINS LEAVE SPOT, VIZ.:-

receive attention.

TRAINS LEAVE SPOT, VIZ.:—

Mail Train.

Secondary Second

 Parkesburg Train
 9 10 A

 Fast Line
 9 40 A

 Lancaster Train
 12 55 P

 Brie Express
 19 55 I

 Southern Express
 7 00 I

 Lock Haven and Elmira Express
 7 00 I

Pacific Express. 425 P. M.
Harrisburg Accommodation. 9-50 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK; Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,

The Pennsylvania Raliroad 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, General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE 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

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

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, 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. and Magnolia.

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 \$30 and \$18 A. M., 130, 415, and 700 P. M. The \$16 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 415 P. M., will connect at Lamokin Junction with the 700 A. M. and 439 P. M. trains for Baltimore Central Railroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
7-25 A. M., Way Mail; 9-25 A. M., Express; 2-25 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent. THILADELPHIA 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 Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wlimington, 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 DEPOSPT 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.

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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