## A GOOD STORY.

**w Rev. J. Hyatt Smith Chased a Locomotive.**

The following story is told by Rev. J. Hyatt mith:—

We stopped at Syracuse, N. Y., for dinner. You remember the railroad depot, centrally situated, with its eastern and western entrances exactly alike—as much so as the two edds of a car. After we had dined the depot master informed me that we had seventeen minutes to spare before the departure of the Eastern train. This, thought I, will give me an opportunity to see the city and a glorious chance for a smoke, provided a clergyman could be tempted into such a piece of wasteful and worldly amusement. I sauntered forth, and, after an absence of exactly thirteen minutes, having enjoyed a delightful and soothing stroll, I was leisurely returning, watch in hand, when, to my sudden astonishment, I beheld the train slowly gliding out at the other end of the depot, and increasing its speed at every puff of its gigantic locomotive.

Here, indeed, was a "call" that admitted of neither correspondence nor delay; there was no time for "taking it into consideration." So, without conferring with flesh and blood, I put off like a sky-rocket with a double fuse. For a moment I thought I had it all my own way; I thought I was gaining ground, although I knew I was losing wind. I was encouraged in the race by sundry helpful fellows who kept crying out as I passed, "Go it; gaiters!" "Plucky boy!" "*He*, ain't left, O no!" and other well-meaning and benignant exhortations. Though they intended, perhaps, helping me over the course, I found that the more they shouted the less inclined I was to run, and the more decidedly did the locomotive make terrible headway against me. To give up the chase; to submit to the chagrin of being left; to lose my party and my passage; to meet with disappointment and not to meet with friends, all this was bad enough; but the thought of encountering, all the way back to the depot, that line of interested individuals who with their cheering exclamations had so feelingly encouraged me on my outward journey, this was the bitterest pill in this unexpected dose.

But it must be done; so tapering off gradually I gave up the contest and turned back to meet my fate, and—if I could find him—the depot master whose blundering statements were the cause of all my trouble. Without search that individual advanced to greet me with the bland recognition of a fact that no one could well deny. "Well, you got left, did you?" I replied only with the resentment of a "silencing eye." If I looked as I tried to look, my photograph taken at that instant would hardly be chosen to grace an album gallery of "eminent divines." Several by-standers seeking information, asked, with a show of confidential interest in my case, on what wise the thing had happened? and others, wishing "to point a moral," advised me to be on hand a little earlier next time. With returning breath, relief and words came together, and I squarely charged the railroad official with all the blame. I spoke of his incompetency in no measured terms, recalling how, that after I had placed my party in the car he had assured me that there were full seventeen minutes to spare before the train went out; "while here," said I, with a triumphant exhibition of my watch, "the seventeen minutes are even now barely up, and yet the train is gone and out of sight."

After no little hot shot cast back and forth, with the usual variations and final perorations of "you did and you didn't," "you're another," etc., I asked him whether I would be risking another chance of being left if I depended upon him to give me the exact hour of the departure of the next Eastern train. "Eastern!" exclaimed he. "Yes, Eastern," I replied, with a decidedly upward and sarcastic inflection. "Why," quoth he, "the train you've just been chasing with such good luck wasn't an Eastern train, but the Western express!" With much and interesting confusion and excitement, I stammered out, "Then where in Joppa is the Eastern train?" "Why, there it is," replied he, "just getting under way at the other end of the depot; leg it, or you'll lose that." If ever I made Dexter time, I made it then. I passed right through the depot like the wind. I felt as if I was all legs. One glance, however, at the rear door of the last car as I was nearing it came near being too much for me. I discovered the group of my lost friends, whose forms and faces seemed bursting with poorly suppressed and ill-timed mirth.

As I reached safely the platform, the fire that opened upon me could only be equalled for its merciless effect by the fire in the rear, from which I had providentially fled. I heard jibes, and jokes, and jeers. I heard the hoarse laughter of full-chested men, the hysterical efforts of mirth-exhausted women. They had all witnessed my chase after the wrong train; now fearful lest, indeed, I should overtake it, and then rejoiced at my evident lack of what jockeys call "bottom" as my speed began to slacken and my chances with the locomotive began to grow "small by degrees and beautifully less." They had witnessed the "blowing up" administered to the depot master, the strange procrastination in starting for the right train, until at length it had actually started and I had entered upon a second "stern chase." Then they feared I was left again, as they looked with breathless interest at the unequal contest of legs versus a locomotive. They had witnessed my final triumph, but how gracefully I was welcomed, and with what feelings I received their peculiar congratulations, I leave my hearers to imagine.

## Left-hand Gloves.

We glean, from "Pictures of Hungarian Life," the following amusing sketch of a Pesth glove-maker:—"We had been purchasing some gloves, one morning, in the Schlangengasse, when the shopman, a Jew, producing a packet which he proceeded to open, asked if he could not tempt us to make a capital bargain. 'I could sell you these so cheap,' he said, 'if you were only fortunate enough to want one glove instead of two, for they are all for one hand; but I see, alas! that, like so many others to whom I have offered them, you are none of you maimed.'

"'That is a singular cause for regret, certainly; but what in the name of folly ever induced you to enter into such a sinister speculation? Why did you make a lot of odd gloves?'

"'It was not I, gracious sir, who made them odd. *I* made them even enough; it was a *bizarre* countryman of yours, a milord Anglais, who deprived these gloves of their better halves.'

"'No doubt an officer, who had honorably earned an empty sleeve.'

"'Not he, gracious sir; he was too indolent to have got himself into that scrape. He had two hands, and very fine and white they were, just such as a milord's should be; and he wore a magnificent diamond ring on the fourth finger of his left hand—thunder and lightning! what a ring that was! Now, whether it was to show the hand, or to show the ring, or because, as he said, it was quite trouble enough to put on one glove, he never wore one on that hand, and, whenever he supplied himself, it was his custom to tear off the left hands and leave them on the counter, and, of course, I collected them, for you never know how a thing may come in. Now, gracious, sir, isn't it heart-breaking to see such beautiful gloves as these all wasted?'

"'Why don't you get right hands made to them?'

"'Can't, sir; they won't do any thing out of the usual way, and would charge me just the same for the odd gloves as for pairs.'

"'But you have been paid for them?'

"'Oh, yes; but I should like to turn such an opportunity to account if I could, and there must be lots of people, if one could only meet with them, who would be glad to take them off my hands—'

"'And put them on their own? No doubt; now we can perhaps put you in the way of doing a little business; that is, we could have done so had we known of this singular story yesterday—only yesterday! There was a gentleman dining at the Redoute, at the next table to ours, who ate his dinner with the help of his left hand only.

"'You don't say so? Dear me! Do you think, gracious sir, he will dine there again to-day?'

"'Can't imagine; but, even if he did, it would be a somewhat delicate matter to introduce to a stranger; challenges have been known to arise out of much slighter causes of offense.'

"'Well, perhaps that would be hardly worth while; though, after all, you would have by much the advantage, having two hands to his one.'

"'Thank you; we are none of us pugnaciously disposed, even under the promising circumstances you point out.'

"'Suppose I went there myself, or, better still, that I inquired of the waiter where this one-handed gentleman lived?'

"'That seems the most sensible idea that has occurred to you yet; and you might perhaps thus succeed in ridding yourself of the five-fingered phantoms which appear to haunt your repose.'

"'Depend upon it, now your graciousness has put me on the track, I shall follow up the game; in the meantime, I thank you, and I kiss your *hands*.'

"So we turned on our way, hoping that the interview might result in rescuing the unfortunate glove-seller from an impending monomania; here was certainly an instance of what Kingsley calls 'the left-handedness of human affairs.'"

## The Council and the Church.

*From the Pall Mall Gazette.*

While Protestants may well afford to view with indifference the preliminary arrangements of the Council of the Vatican, or, at least, are stirred only with the curiosity which attends the expectation of a rare pageant, there can be no doubt that to Catholics of every school they are fraught with vital significance. The glimpses which newspaper correspondents are able to obtain through the screen in St. Peter's, which veils the Holy Father from the vulgar eye, reveals furious dissension already broken out between the parties who are met to proclaim an everlasting unity of faith. It would seem that several sharp debates and some tolerably close divisions have taken place on the mere questions as to the method of procedure and the liberty of discussion. The several leaders are collecting and disciplining their forces, and our familiar institution of the parliamentary "whip" will soon be in full exercise under the shadow of the Capitol. But the combat is joined thus early not out of mere party jealousy, but because the whole policy of the ruling faction forms one progressive whole. The final object is the utter crushing of free thought within the Church; for this end they desire the syllabus to become an article of absolute faith, and demand the power to supplement it when necessary by a fresh issue *ad hoc* of infallible decrees. The dogmatic assertion of the Pope's infallibility is the means to this end. In order to secure possession of that engine, they introduce arrangements of the business of the Council which shall restrict it to the discussion of what the Pope proposes.

To silence counter-suggestions they insist on his right to fix regulations and to nominate committees who shall examine and either sanction for consideration or absolutely prohibit any independent motions. By carrying these rules they expect to secure the basis for the whole structure they desire to raise. And because the Liberal party and the Episcopal party see that this is the case, they combine to resist what they assert to be infractions of the right of the Council and assumptions of authority which the Pope has not yet obtained. They combat the system in its first stages, because they see that if these are won the dogma of Papal infallibility, with all its consequences, is as good as carried.

Nor let us suppose that this dogma is alone or chiefly what is dreaded. Taken abstractly it would add strength and consistency to the position of the Church, and would facilitate the accession of new converts to its creed. To vest in one individual the power of defining the Catholic faith would typify and express more vividly than ever that unity and authority which are the highest claims of the Catholic Church to universal veneration. In its struggles with the outside world, whether of rulers or of controversialists, the Church would be able, with new dignity, to take its stand on the principles which its actual head might lay down to meet new cases, which were never foreseen by ancient councils of fathers. Whoever is drawn to Rome by the tremblings of his own spirit, by the sense of doubt, and by the longing for conviction, would be doubly drawn by the assurance that on all open questions there was one supreme guide, actually living, frequently speaking, who could settle every point beyond cavil with a word. Nearly all the new converts, with Archbishop Manning at their head, are thus, by the constitution of their minds, ardent partisans of the proposed dogma, and what charms them would doubtless charm all of like character who are still outside the fold. But while these are the obvious advantages which commend the dogma to acceptance, there is a terrible danger behind. When the Pope is made infallible, what will he say? The present Pontiff has issued the syllabus, and pronounced the Virgin's conception immaculate; but what may he do after he is freed from every restraint? What may any other Pope do? What may a half sane Pope do? What might a heretical Pope do? A flood of questions like these must flow in upon the mind of every reflecting Catholic before he brings himself to declare that the express inspiration of the Holy Ghost has moved every bull in times past, and will move every bull in times to come; before he professes that he will believe and follow implicitly and undoubtingly every word that may have issued or may yet issue from whosoever sits in St. Peter's chair. The past, indeed, is in some parts bad enough to get over, but the future is terrible to anticipate. The Bishop of Orleans himself has explained away the Syllabus to mean nothing; but what if an infallible Pope were to pronounce his explanation entirely wrong, and to require him to recant it and to take the words in their hardest sense? And the mind that conceived the Syllabus is evidently capable of yet stronger denunciations of everything that offends it. It is a fearful corner for rational beings to be driven into, and we must not wonder that those members of the council who are rational fight as for life against so remorseless a conqueror.


## RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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.

TRAINS LEAVE DEPOT, VIZ.:—

| | |
|---|---|
| Mail Train | 8·00 A. M. |
| Paoli Accommodat'n | 10·30 A. M., 1·10 and 6·50 P. M. |
| Fast Line and Erie Express | 11·50 A. M. |
| Harrisburg Accommodation | 2·30 P. M. |
| Lancaster Accommodation | 4·10 P. M. |
| Parkesburg Train | 5·30 P. M. |
| Cincinnati Express | 8·00 P. M. |
| Erie Mail and Pittsburg Express | 9·45 P. M. |
| Accommodation | 12·11 A. M. |
| Pacific Express | 12·00 night. |

Erie 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 ARRIVE AT DEPOT, VIZ.:

| | |
|---|---|
| Cincinnati Express | 3·10 A. M. |
| Philadelphia Express | 6·30 A. M. |
| Erie Mail | 6·30 A. M. |
| Paoli Accommodation | 8·20 A. M., 3·40 and 6·25 P. M. |
| Parkesburg Train | 9·10 A. M. |
| Fast Line | 9·40 A. M. |
| Lancaster Train | 12·55 P. M. |
| Erie Express | 12·55 P. M. |
| Southern Express | 7·00 P. M. |
| Lock Haven and Elmira Express | 7·00 P. M. |
| Pacific Express | 4·25 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, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

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PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington 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 Wilmington 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, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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

Passengers for Fortress Monroe and Norfolk will take the 12·00 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 6·20 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 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 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.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

WINTER ARRANGEMENT.

On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:—

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad 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 only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, President and General Superintendent.

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GREAT SOUTHERN MAIL ROUTE.

ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at

721 CHESNUT Street, Masonic Hall,
G. RENTON THOMPSON, Gen. Agent for Philadelphia.

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SHIPPER'S GUIDE.

1870.

IMPORTANT TO SHIPPERS.

ALL RAIL FREIGHT LINE BETWEEN

Philadelphia 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 same via Canal to Baltimore as by the Rail line. 1 8 1mrp

## 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 Canadas.

WINTER ARRANGEMENT

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 6·25 P. M.; arrives in Philadelphia at 9·25 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, 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 6·45 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 9·30 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 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 Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 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 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 P. M. Stage lines for the various points in Perkiomen 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 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.

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 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 6·50 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 7·20 A. M. and 3·40 P. M., from Brookside at 4·00 P. M., and from Tremont at 7·15 A. M. and 5·05 P. M.

TICKETS.

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

Excursion Tickets from Philadelphia to Reading 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. Nicolls, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, 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 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 2·15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·20 noon, 5 and 7·15 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 RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·45 A. M., 11·00 A. M., 2·30 P. M., 4·15 P. M., 4·40 P. M., 6·15 and 11·30 P. M.

Leave West Chester from Depot, on East Market street, at 6·25 A. M., 8·00 A. M., 7·45 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., and 6·55 P. M.

Train leaving West Chester at 8·00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4·40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street 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 7·35 A. M. and 4·00 P. M.

WILLIAM C. WHEELER, General Superintendent.

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PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.

On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West 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. |
| ELMIRA MAIL leaves Philadelphia | 7·50 A. M. |
| " " Williamsport | 6·00 P. M. |
| " arrives at Lock Haven | 7·20 P. M. |

EASTWARD.

| | |
|---|---|
| MAIL TRAIN leaves Erie | 8·40 A. M. |
| " " Williamsport | 9·25 P. M. |
| " arrives at Philadelphia | 6·20 A. M. |
| ERIE EXPRESS leaves Erie | 4·00 P. M. |
| " " Williamsport | 3·30 A. M. |
| " arrives at Philadelphia | 12·45 P. M. |
| ELMIRA MAIL leaves Lock Haven | 8·00 A. M. |
| " " Williamsport | 9·45 A. M. |
| " arrives at Philadelphia | 6·50 P. M. |
| BUFFALO EXP. leaves Williamsport | 12·25 A. M. |
| " " Harrisburg | 5·20 A. M. |
| " arrives at Philadelphia | 9·25 A. M. |

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

ALFRED L. TYLER, General Superintendent.

## 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.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom. 8·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3·30, and 4·30 P. M., for Trenton.

At 6·30, 8, 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., 3·30, 4·30, 6, 7, and 11·30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 9 A. M. and 2 P. M. for Riverton.

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

FROM KENSINGTON DEPOT.

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

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

At 7·30 and 10·45 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.

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, 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., for Trenton.

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 Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 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 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 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.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE,

On and after MONDAY, Nov. 22, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3½, 5¼, 4·05, 4·25, 5, 5¼, 6, 6½, 7, 8, 9·20, 10, 11, 12 P. M.

Leave Germantown at 6, 6·55, 7½, 8, 8·20, 9, 10, 10·20, 12 A. M., 1, 2, 3, 3·50, 4¼, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3¼ and 5¼ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10¼ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¼ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¼, 5¼, 7, 9·20, and 11 P. 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., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7¼, 9, and 11·05 A. M., 1¼, 3, 4, 4½, 5½, 6¼, 8·05, 10·05, and 11¾ P. M.

Leave Norristown at 5·40, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4¼, 6¼, 8, and 9½ P. M.

The 7¾ 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., 2¼, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5¼, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7¼, 9, and 11·05 A. M., 1¼, 3, 4, 4½, 5½, 6¼, 8·05, 10·05, and 11¾ P. M.

Leave Manayunk at 6·10, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¼, 8·30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¼, 4, and 7¼ P. M.

Leave Manayunk at 7¼ A. M., 1½, 6, and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7¼ A. M., 4¼ P. M.

Leave Plymouth, 6¼ A. M., 4¼ 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 excepted), as follows:—

At 8·00 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the