Chignons.

"Since the invasion of the Romans," says Chateaubriand in his "Memoirs," "the French women have always sold their beautiful tresses, to decorate heads less favored by nature than their own, and even now the women of Brittany sacrifice tha' ornament for the sake of some silk kerchief of many colors at one of the periodical fairs."

In the environs of the Chateau de Cambourg, in Brittany, an annual fair is held, on the 4th of September, in the centre of an extensive meadow. This is the local fete. In the midst of conjurors, gypsies, bear-leaders, indispensable attendants at these fetes, you will look in vain for the red Indian silks of which Chateaubriand speaks. But if you go to the extreme end of the rows of tents and booths to the very outskirts of the village, you will there see carts draped with white canvas, the owners of which offer packets of brilliant-colored handkerchiefs, mostly of cotton, for sale. For one of these handkerchiefs, which are about half a franc apiece, the dealer often succeeds in obtaining an entire crop of hair. It has been said that the girls of Brittany and Auvergne never sell their hair till compelled by extreme poverty. This, however, is incorrect. The trade in hair dates from the most remote periods, and has become an established custom. The head-dresses worn by the women and girls of the country conceal the absence of tresses; and the shorn lambs look none the worse for the absence of their wool. Girls engaged to be married sell their plaits with the consent of their future husbands, for the sake of buying a trinket or some article of furniture to begin housekeeping. The Breton hair is much prized for its unrivalled softness and lustre; and the traders in Brittany are not content with the produce of fairs and village fetes, but travel about the whole year, tempting the possessors of beautiful blonde or dark tresses to exchange them for some bright rag often not worth half a franc. In the Breton towns, hair-dressers will give twenty francs for a pound of long hair, that being the fixed price throughout the province; but the young girls of the towns are not so easily persuaded as their country sisters to part with this great natural ornament. The value of a good head of hair is generally about ten francs, the most abundant crop seldom weighing more than half a pound.

In Auvergne the hair trade is carried on in a much more open manner. The trader comes in his gig to all the fairs of Ambre, Saint Antheme, Arlant, Aurillac, and Riom. He pitches his tent—on the summit of which floats the tri-colored flag—in the midst of a grand display of butter, eggs, vegetables and fruit. He hides not here in a remote corner as he does in Brittany; but, standing on the platform of his booth, his shirt sleeves rolled up to his shoulders, invites the women and girls in a loud voice to come up and show their tresses. Around his booth assemble crowds of men and women in wooden shoes; the women, in short skirts, wearing colored caps or straw hats with broad brims, the men dressed in green cloth jackets and enormous hats. One after another the young girls mount upon the platform, uncover their heads, undo their plaits, and exhibit their treasures in the presence of the crowd. The buyer examines them carefully, and makes his offer. As soon as a bargain is struck, each girl disappears into the interior of the tent. Five minutes afterwards she reappears amidst hooting and shouts of laughter, and takes to her heels. These demonstrations deter no one, and almost every girl follows in the steps of the first. Nevertheless, it does sometimes happen that the young men unite, and after eying the dealer askance, rush at his cart, and would soon make an end of him, if he did not pack up and drive off with his booty as fast as possible. Thanks to the swiftness of his horse, he may escape from the danger of being pillaged; but he generally disappears among clouds of dirt, stones, bad eggs, and in fact whatever may be within reach of the gallant fellows.

After the travelling dealer has completed his tour through the provinces, he takes his goods to Paris, or some other large town, where he receives for every pound of hair a sum varying from twenty francs to a hundred, according to the quality. After passing through various processes, including much cleansing, it is finally made into chignons.

To form one large chignon the produce of thirty heads is often required, and it is to be noted that hair of dead persons is never used, as it is supposed to be wanting in the suppleness requisite for curling and plaiting. Many prefer to the hair of the Bretonnes that of the German girls, which is often very beautiful, though rarely met with in full perfection. Chignons of the tint known as "angelic blonde," which is chiefly found in Germany; are sold at an exorbitant price. But every kind of hair is of use for chignons, even the long hairs combed out of the head, which, in Paris, are picked out of the dust-heaps by the *chiffonniers*, and sold by them to the hair-dressers for the *tetes a pointes*—a species of frisette made of hair of different qualities and uneven lengths. In fact, nothing is lost; hair of an unpopular color is generally dyed black, and even parings of hair are used up for wigs and chignons for dolls.

Fifteen hundred francs is an exceptional price for a chignon. But such a sum is said to have been actually paid for one of a golden shade three feet and a half in length. At the present time a very superior chignon can be had for two hundred and fifty francs, and ordinary chignons are sold at prices varying from twelve to fifty francs.

Hidden Treasure.

The San Francisco *Call* contains quite a length narrative, said to have been told by an old Spaniard, in reference to $15,000,000 in gold, which he reports was cached on the Isthmus of Panama many years ago. From the *Call* we condense the following:—

It appears that as late as 1840 there lived in Havana an old soldier, who belonged to the Spanish army at the time of the insurrection in South America, and who formed part of a detachment of troops detailed to convey from Panama to Chagres treasure valued at more than $15,000,000. After the departure of the detachment from Panama, the revolution broke out on the Isthmus, and the soldiers knowing that they were pursued, and feeling without hope of being able to protect the treasure, they buried it. They then bid in the vicinity, expecting that in a few days the trouble would subside, and that they might proceed on their way with their gold. But at the end of fifteen days their provisions gave out, and not wishing to perish of hunger, they resolved to fight their way through to Chagres, where they would obtain reinforcements. Two days after they left they were met by a large body of insurgents. A fight ensued, and all but two men of the detachment were killed. They managed to escape, and in travelling by night and resting by day, they succeeded in reaching Chagres, which they found in possession of the insurgents. They managed to swim off to an English brig lying in the stream, and bound for Santiago de Cuba. The captain kindly received them on board, and, upon learning their condition, secreted them on his vessel for several days, and when he set sail he agreed to convey them to the port where he was bound. On the voyage, one of the soldiers, worn out by the sufferings he had endured on the Isthmus, died, and the other, the only surviving man of the convoy that left Panama with the treasure, reached Havana, where he resided until 1842, when death called him away. Many times during his residence in Havana did this soldier entreat the patron Poujol, and another patron, to convey him to Chagres, promising to reveal to them the exact spot where he and his companions had buried the treasure. The patrons, who were both aged men, having no knowledge of the Isthmus, would not hazard themselves in a voyage which was considered extremely perilous. Another objection they raised was that, being Spaniards, they would surely be murdered by the inhabitants. Poujol, who had never been in the Isthmus, was unable to name the exact locality explained to him by the soldier.

Incidentals.

—The State of Kansas is to place a portrait of John Brown in its Capitol.

—One county in Georgia has not a single physician. They are all married men.

—Only one town in Maine celebrated the semi-centennial anniversary of that State.

—A public school was dismissed in Elkhorn, Wis., one day last week, that the children might attend a murder trial.

—Whether Boston shall be annexed to Charlestown is to be decided by the votes of the people of the two cities.

—At a fire at Rutland, Vt., recently, a young man threw away a pail of water, remarking that it was too hot to do any good.

—In Williamsburg, Va., on Thursday, a horse threw two young men, who had mounted him in a frolic, and killed them both.

—"Consistency, thou art a jewel," and "Though lost to sight, to memory dear," are two familiar quotations whose originators no one has yet been able to discover.

—Boston protests against the destruction of Independence Square, and asks what the country would think and say if she proposed to dig down Bunker Hill to fill up the flats on Mystic river, or to destroy Faneuil Hall for any purpose of ordinary convenience or emolument.

—The Shakers at Alfred, Maine, are negotiating the sale of their real estate there to Portland parties for $100,000, and have sent two of their number to the Shenandoah to examine the country, authorizing them to erect buildings there for the society, if they think it advisable.

—Mrs. Stowe writes from Florida "that a country cannot be laid flat down under a war, burned over with fire, and all its pleasant things laid waste, and come up again so as to stand even with the undisturbed civilization of Northern towns, in one, two, or three years." In this, at least, Mrs. Stowe has truth on her side.

—The Columbus (Ohio) *State Journal* complains of the hideous stoves in the street cars of that city, and demands their removal on the ground that passengers are constantly in danger of being thrown against them, and that the constant opening and closing of the car doors cause hot and cold blasts of wind to strike them.

—Saxe broke his arm the other day. Too bad! We hope it hasn't permanently injured his *humerus*.—*Lowell Courier*.

Thanks for your kind condolence; I would write
A merry rhyme, in answer, if I might;
But then—confound the fall—the very stone
That broke my *humerus* hurt my *funny-bone!*
J. G. S.

—The Albany *Argus* relates that when a certain railroad was first opened, a rural member came down to the depot, closely examined everything, and, after inquiring how much they charged to go to the next station and return, said:—"Well, I guess I'll come down to-morrow and ride a bit on your road, but if I don't come on time you needn't wait."

—Consul Shepard writes that while the Oneida was sinking Lieutenant George K. Adams and Lieutenant-Commander William F. Stewart went below, forced the doors of the magazine, got cartridges, loaded and fired a gun three times, and were in the act of loading the fourth time when the ship had sunk so far astern that the rifle gun at the bow fell over and killed the former.

—A Bloomington boy who found the dead body of his brother, his fellow-soldier, on the battle-field of Gettysburg, and buried it in a grave dug with his own hands, was surprised a a few days ago by the sudden reappearance of that brother, alive and well, at their home. Dead men tell no tales, and so he is bound to believe his brother when he assures him he must have buried some other boy's brother.

—Flora Mills, the female burglar, whom Governor Palmer, of Illinois, has just pardoned, is 17 years old, and was for a number of years a captive among the Indians. She was taken from her captors, with a number of others, two years ago, and left homeless, friendless, and penniless at Council Bluffs, Iowa. She led an abandoned life until arrested for burglary and sentenced to prison. She is to be sent to the Home of the Friendless, in Cincinnati.

—A man in Nevada advertises "the imperial hair restorative or capillary fertilizer," which is warranted to "replace in the physical system the property and power that are devoted by nature to build up hair that had become dormant or inert, through the waste of age or through the exhaustive influences incident to a residence in a hot and dry climate like this of the Pacific coast, which causes an unnatural evaporation of the secretions of the follicles and sebaceous glands of the head, and especially of the scalp."

TO ALL WANTING FARMS IN A LOCALity Exempt from Fevers and Lung Complaints.—To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home. A pamphlet of 84 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., including extracts from letters of distinguished visitors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st of February, after that date at Aiken, S. C. [1 17 3m

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 103 CHURCH Street (City Stores)

ALEXANDER G. CATTELL & CO
PRODUCE COMMISSION MERCHANTS,
No. 34 NORTH WHARVES
AND
No. 17 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL, ELLIAN CATTELL.

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 6:35 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 9:20 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., 12:45 Noon, and 4:15 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 7:23 A. M., and 2:05 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 6:30 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. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 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 $32·50 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., 12:30 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.

PHILADELPHIA AND ERIE RAILROAD.

The trains on the Philadelphia and Erie Railroad 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.

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 street cars. These or 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 7:55 A. M. and 4 00 P. M.

WILLIAM C. WHEELER,
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... $2 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, 8 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.
At 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, 3¾, 4:05, 4:35, 5, 5¾, 6, 6½, 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, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8:20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10¾ P. M.
Leave Germantown at 8:15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9:20, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3¾, 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, 7½, 9, and 11:05 A. M., 1¼, 3, 4, 4½, 5½, 6¾, 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., 2¾, 4, and 7¾ 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., 1¼, 3, 4, 4½, 5½, 6¾, 8:05, 10:05, and 11¾ P. M.
Leave Manayunk at 6:10, 6:55, 7½, 8:10, 9:20, and 11¼ A. M., 2, 3¾, 5, 6¾, 8:30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¾, 4, and 7¾ P. M.
Leave Manayunk at 7½ A. M., 1¼, 6, and 9¼ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4¼ P. M.
Leave Plymouth, 6¾ 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, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M.
For Abington at 1:15, 5:20, and 8. 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.
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 Express Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRA 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.

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.

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,
4 29 General Superintendent, Altoona, Pa.

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 W