"LIPPINCOTT'S." The December number of Lippincott's Magazine has the following list of articles: -"A Roving Commission;" "The Applan Way," a poem, by T. Bachanan Read; "Louie," a tale, by Harriet Prescott Spofford; "Florida: How to Go and Where to Stay," by J. P. Little: "The Real Condition of the South," by Edward A. Pollard; "Chit-Chat from Andalusia," by Florence Marryat; "Irene," a tale, part III; "Fo-day," a poem; "The Geysers of California," by J. F. Manning: "Cacoethes Scribendi, and Waat Came of It," a tale, by P. Thorne; "Expansion or Contraction?" by Hon. AmasaWalker; "Sir Harry Hotspur of Humblethwaite," a novel, part VII, by Anthony Trollope: "A Vision of the Hour, a poem, by Lucy Hamilton Hooper; "Our Monthly Gossip.—Parisiana— The late L. M. Gottschalk—A Letter from Ouida, etc;" "Literature of the Day, -Cox's Mythology of the Aryan Nations-Life and

Times of David Zeisberger, etc." From "Florida: How to Go and Where to Stay," by J. P. Little, we take this account of the Florida birds: -

Most persons imagine Florida to be really a flowery land, and that the whole country blooms with beauty and resounds with song. The description will apply only to spots; there is much of gloomy desolation, many swamps, many large sandy tracts covered with pine forests, many regions burdened with the most intolerable brushwood. And yet flowers do grow abundantly, and with the slightest care can be cultivated to the fullest luxuriance. Nowhere will labor be so well rewarded, and nowhere can so much beauty be created if man will toil, When Adam was employed in Paradise we are informed that he gave names to all the animals, but I am sure that it was Eve who named the birds and flowers. Every class of both can be found in Florida, and some are peculiar to the soil and climate.

You have, of course, the wild fowl in abundance-ducks and geese, swans and cranes. sea-gulls and gannets-sufficient in some places and at certain times to hide or at least cloud the sun. You have the wild turkey in plenty, and also that other turkey which proved too much for Prince Achille Murat, who was a first-rate cook as well as a good hunter, and boasted that he had cooked and eaten, and that he liked, every kind of bird except one: - "Zat was de turkey-boozard. I have tried him cook every way, and I do not like him, no matter how he is cook.

The paroquet is found in flocks, and sometimes in cages. It is a beautiful bird when seen dashing about among the green leaves and bright blossoms, with its brilliant plumage glistening in the sun; and it is also very good in a pie. But from its music may we be delivered; it sounds worse than a young beginner practicing Italian operas on an untuned piano. A cageful of paroquats is a comical sight: they are perpetually quarreling, cursing and swearing at a great rate, then making up in the most affectionate manner, and then commencing to quarrel again. The only way to keep them quiet is to cook them.

The beautiful red-bird is much sought after. I met a party of Germans regularly engaged in trapping them: they were shipped to Europe to exchange for canaries.

Mocking birds are abundant and troublesome in summer. They are very fond of grapes, always taking their WITTE pills, and there is in and about St. Augustine quite an extensive grape culture, which renders it a very popular place in the season of ripening. Many invalids go there to use the grape-cure for consumption or dyspepsia during that season, and the mocking-birds are formidable rivals to the invalids. Probably they employ the grapes as a preventive. All the thinskinned, delicate kinds are great favorites of theirs, and it is precisely these kinds that are most cultivated. The birds disapprove of the Scuppernong, and discourage its cultivation, because the skin is so tough that they cannot penetrate it, and the people accommodate themselves to the fancy of the birds. However, they remonstrate by shooting them: and one old fellew with no music in his soul informed me that he had killed nearly three hundred of these singing nuisances the preceding summer. Of course, the birds try to pay for their grapes by music, but this kind of coin is not considered current in St. Augustine, and such notes as they make are deemed worse than counterfeit among the grape-growers. The bird is, howconsidered rather a dissicharacter, and sets a bad example to the young people. I have always thought that a young man who can sing well is in great danger of falling into bad company, and is likely to acquire wild habits; and this bird is a case in point. He forages about, singing in his neighbor's vineyard while he robs him, until the berries of the Pride-of-China tree are ripe, and then he proceeds to have a regular frolic, acquires a habit of intoxication and gets as drunk as a lord. It is curious to see a flock of these birds at this time. They become perfectly tipsy, and fly round in the most comical manner, hiccoughing and staggering just like men, mixing up all sorts of songs, and interrupting each other in the most impudent manner, without any regard to the politeness and decorum that usually mark the intercourse of all well-bred society, whether of birds or men. They will fly about promiscuously, intrude on domestic relations, forget the way home, and get into each other's nests and families, just like the lords of creation. After the berries are all gone and the yearly frolic is over, they look very penitent, make many good resolutions, join the temperance society, and never indulge again until the next season comes round and the berries are ripe once more. I do not think that naturalists have noticed

this peculiarity, and I have the honor of calling their attention to my interesting contribution to natural history. I believe that this habit is peculiar to birds that sing, just as wine and song go together among men. It is only another proof that wine is a mocker. Probably the great power of this songster was first self-discovered in this manner: some clever bird found out the secret of song by getting very boozy on berries, and set the example to his fellows. Some feathered Bacckus is doubtless still remembered in the groves as the first introducer of music and wine. And I doubt not that if we could comprehend their language we should find that the birds still chant his praises in a joyful chorus, regularly transmitted from generation to generation. Why should not birds have their traditions, and hand down in song the history of their race? Their chronicles are probably more veracious than our own.

There are many other birds: the varieties are too numerous even to mention. The reader may exercise his own imagination, leaving out only the snow-bird and the

The large brown curlew is a very pleasant | so I sold him two bottles of pain-killer to bird on the table. He is as large as a young chicken and very shy. The sportsman watches on the shore in the evening as the birds fly homaward, digs a hole in the sand, lies down in it and waits for a shot. He sometimes, however, catches rheumatism as well as birds, and then is very apt to forswear a curlew diet.

There is also a large white crane, five feet in height and with a tremendous sweep of wing-strong enengh, too, to break a man's arm if he should attempt to seize the bird when wounded. The only part eaten is the breast, which corresponds in muscular development with his powerful wing. Kill the bird, skin it with one knife and cut out the flesh with another: you cannot distinguish the taste from venison. Two knives are used because of the disagreeable fishy odor and taste which lie in the oily skin.

But the most useful thing that flies in the Florida woods is the humming-bird. In the summer and among the the flowers it looks like a floating gem of the most exquis-ite jeweller's work. Nothing can exceed its beauty, and no one can describe it.

"THE ATLANGIO."

The contents of the December number of the Atlantic are as follows:-"Confessions of a Patent Medicine Man, Ralph Keeler; "The Prayer-Seeker," John G. Whittier; "Oldtown Fireside Stories," Harriet Beecher Stowe; "Resemblances between the Buddhist and the Roman Catholic Religions," L. Maria Child; "Joseph and his Friend," XII, Bayard Taylor; "A Strip of Blue," Lucy Larcom; "Black Christmas at Dix Cove;" "Travelling Companions," II, Henry James, Jr.; "A Plea for Silence," H. T. Tuckerman; "Afoot on Colorado Desert," Stephen Powers: "Father Blumhardt's Prayerful Hotel;" "Rudolph: a Monograph," Barnet Phillips; "Indian Summer," Frances Lee Pratt; "The Miracle Play of 1870, in Bethle-hem, New Hampshire," H. H.; "Flitting," W. D. Howells; "A Virginian in New England Thirty-five Years Ago," IV; "John Bull at Feed," W. J. Stillman; "Reviews and Literary Notices.'

From Ralph Keeler's "Confessions of a Patent Medicine Man" we make this ex-

My corn-salve was made of potash and gum-arabic. It would do its work in five minutes, but of course it made the foot outrageously sore afterward. This was a matter of very little inconvenience to me, because my business required me to be moving continually from place to place. I always managed to get out of town on the flood tide of my reputation as an effective chiropolist. It will be easily believed that I did not acquire my skill and self-reliance as an operator all at once. My corn-salve grew in my confidence from the feet it fed on. You think that is a queer expression? You cannot, then, be aware of the corrosive nature of potash. Well, sir, experience and special knowledge are everything in one's business. I will confess that I was nervous before my first patient. The salve bad never been tried. and a friend told me I had better not try it. But my subject was a good one, and rather an anemaly, too, in life. I think you hardly ever heard before of a poor shoemaker with corns. That describes my first patient. I mustered up courage at last, and flourished an old razor at him with quite a professional air for a vonth of sixteen as neat a one as I learned to do afterward, but still it gave temporary satisfaction; and I sold that shoemaker two boxes of the

And thus I went about over a wide extent of territory, leaving I know not what number of sore feet behind me. I have no better idea how much mere pedal distress I might have worked on a credulous community, had it not been for an accident which, at the end of a couple of years, overtook me in my career. I had left a great quantity of my salve and lozenges stowed away in a town which I was then making my headquarters. They were carefully packed, I remember, in neat paper boxes. On my return, after an unusually long trip, I found that the infernal potash had eaten up the paper boxes, and, making its devouring way to my cough-lozenges, had involved my

whole stock in one agglomerate mass of ruin. Out of my temporary despair, however, sprang a lucky inspiration. You have doubtless heard much of the happy elasticity of youth. There is, I grant, something available in that, but I found something a great deal better for my business in the rapid growth and physical changes of that period of my life. The fact is, I had grown and altered so in appearance since I had first started out with my corn-salve, that at the time of this appalling accident no one of my first patients would have recognized me from a mere surgical acquaintance of two years before. I may say here, in fact, that these repeated changes in my physical appearance, aided by the cropping of my hair, or the abandoning of it to excessive length, and at last by the coming of my beard, were, all through my early experiences, of untold advantage to me. Thus, in the course of time, I became personally acquainted with all the people who could be daped in a given region of country, and with every new project or nostrum I returned unresognized to them over and over again. Now out of the potashes of the agglomerate ruin of my entire stock in trade sprang, Phoenix-like, a lucky inspiration, as I have before said, without the present indifferent joke, which is altogether accidental. While contemplating my irretrievable loss I conceived the idea of a patent pain-killer, which I would go about selling to cure the sores left by my corn-salve.

As a general thing, money, or, I should say, the want of it, gets the immortal work out of first-class brains. I read the substance of that remark in a newspsper; or was it a magazine? It doesn't matter: I believe it, and I verified it in the production of that pain-killer; that's enough. Well, sir, the project worked to a charm. I commenced operations, of course, in almost the exact traces of my former chiropodal exploits. It was not long, therefore, till I came upon my first patient, the shoemaker. I began cautiously to extol the stomachie virtues of my medicine, and gradually led up to its external application. It was good, I assured him, for bruises, sprains-still keeping my eye stealthily on his, from under my hat, to catch any faint gleam of resognition-bruisss,

eprains, wounds, sores-"On the feet?" asked he, interrupting me in my catalogue of positive cures. "Certainly; better for the feet than for

anything else. "Well, I have sore feet, and that's the fact," said the shoemaker. "You see there was a rogue of a fellow around here a couple of years ago curing corns, and he made my feet so- If I ever catch the villain I'll use a strap on him; that's what I'll do." I now felt sure, I need scarcely add, that

my former patient did not recognize me, and

cure the sores I had made two years before.

It was not, perhaps, a remarkable fact that my pain-killer went faster than my painmaker, the corn-salve. I did a thriving business in this-so thriving, indeed, that I gradually caught up, as I may say, with the intervening time between the sale of the latter and former articles. That is, my earlier traces became so recent that my disguise grew perilous. But there was such a demand for the pain-killer that I went on, notwithstanding the danger. One day, however, I encountered a sturdy young fellow upon whose feet I had operated not very long before. In his eagerness for relief he was in the act of purchasing it at my hands, when, suddenly recognizing me, he changed his mine and gave me a sound thrashing instead. That put an end to the pain-killer business.

I returned considerably bruised to my headquarters, and set all my energies to work on the invention of something less perilous to others as well as myself. I may say here that I always kept the little town which I have called my headquarters open to me as an asylum, by leaving it and its immediate neighborhood free from all my medical and surgical experiments. The result of my arduous creative thought culminated this time in a paste to make old razor strops new. It professed to do its rejuvenating work by a simple application; yet it did not sell very well. From the very nature of things I did not have the credulous woman half of the world to work upon; they had little or no interest in superannuated razor-strops. It was this consideration more than any other, I think, which inspired me with the brilliant afterthought of changing the name of my paste into that of a healing salve. Thus the same article became at once endowed with universal curative virtues, and became also the professed desideratum of all human nature. I suppose it would not be modest in me to say that my salve was too good for its original purpose. It is at least true that, if it failed upon razor-strops, it succeeded admirably upon mankind. You will hardly believe me when I tell you, but still it is also true, that, by means of an incipient beard and my hair grown long, and of a broad-brimmed slouch hat, as a disguise, I sold a box of my celebrated healing salve to that same innocent shoemaker who has already twice figured as my customer. Owing to my pain-killer, or the recuperative nature of his healthy frame, his feet were about well; and I am glad to add that there was nothing in my healing salve that would materially prevent his ultimate recovery.

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SHAMOKIN-Grate, \$6.75; Stove, \$7; Nut, \$6.

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ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect November 21, 1870.
Fifteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—
7-00 A. M. (Accommodation) for Fort Washington.

At 7.85 A.M. (Express), for Bothlehem, Easton, Al-

lentown, Mauch Chunk, Wilkenbarre, Williams-port, Mahancy City, Hazieton, Pittston, Towanda, Waverley Eimira, and in connection with the ERIE RALL WAY for Buffalo, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points the Great West

8 25 A. M. (Accommodation) for Doylestown, 9 46 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Fesseg Ratireads. 11 A. M. (Accommodation) for Fort Washington 1-15 and 5-20 and s 15 P. M., for Abington. 1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauen Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:50 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk.
4-18 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6-20 P. M. (Accommodation) for Lansdale.
11-20 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 25 P. M.

Dovlestown at 8:25 A. M., 4:40 and 6 35 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M. Abington at 288, 6 68, and 6 88 P. M.
ON SUNDAYS.
Philadelphis for Bethlehem at 9 30 A. M.
Philadelphis for Loylestown at 2 00 P. M.
Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4:00 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street.
Nov. 21, 1870.
ELLIS OLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD. On and after MONDAY, November 21, 1870, the traits on the Philadelphia and Eric Rallroad will run as follows :--

MAIL TRAIN leaves Philadelphia 943 P. M. Williamsport 725 A. M. BRIE EXP. ESS leaves Philadelphia 12 20 P. M.
Williamsport 12 20 P. M.
Williamsport 8.25 P. M.
Williamsport 8.25 P. M.
ELMIRA EAIL leaves Philadelphia 9.39 A. M.
Williamsport 6.25 P. M. arrives at Lock Haven 7-50 P. M.

MAIL TRAIN leaves Erie - 8 00 A. M.

"Williamsport - 10 00 P. M.

"Arrives at Philadelphia 6 50 A. M.

"Williamsport - 9 00 P. M. ELMIRA MAIL leaves Lock Haven - 8 15 A. M.

Williamsport 9 39 A. M.

arrives at Philadelphia 5 39 P. M.

BUFFALO EXP. leaves Williamsport 12 35 A. M.

Sunbury - 2 39 A. M.

arrives at Philadelphia 9 40 A. M.

Express Mail and Accommodation, east and west connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN,

General Superintendent. W EST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870,

ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:
FROM PHILADELPHIA
For West Chester at 7-45 and 11-20 A. M, 2-30,
6-15, and 11-30 P. M. Stops at all stations.
For West Chester at 4-40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood expensed) (Greenwood excepted), For B. C. Junction at 4:10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.
From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media From B. C. Junction at 8'40 A. M. Stops at all stations.
ON SUNDAY-Leave Philadelphia at 8:30 A. M. and P. M. Leave West Chester at 7:55 A. M. and W. C. WHEELER, Superintendent. 10 14

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19, 1876.
Trains will leave Philadelphia as follows:—From

foot of Market street (upper ferry),
8-15 A. M., Passenger for Bridgeton, Salem,
Swedesbero, Vineland, millville, and way stations.
11-45 A. M., Woodbury Accommodation.
3-15 P. M., Passenger for Cape May, Millville, and
way stations below Glassboro.
8-20 P. M., Passenger for Bridgeton, Salem,
Swedesbero, and way stations. Swedesboro, and way stations.
5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations. Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent.

HIGHWAY PROPOSALS. DEPARTMENT OF HIGHWAYS OFFICE, No. 104 S. FIFTH STREET, PHILADELPHIA, Nov. 23, 1870.

NOTICE TO CONTRACTORS. SEALED PROPOSALS will be received at the Office of the Commissioner of Highways until 12 o'clock M. on MONDAY, 28th instant. for the construction of a sewer on the line of Third street, from the north curb line of Susquehauna avenue to the sewer in Diamond street, said sewer to be constructed of brick, cular in form, with a clear inside diameof three feet, with such man-as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 31st day of December, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dol iar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is

finished. When the street is occupied by a city passen ger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remaneration shall be paid the contractor by the company using said track, as specified in Act of Assembly

approved May 8, 1866. ElEach proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May

1860. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the differ-ence between his bid and the next lowest bidder. Specifications may be had at the partment of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed

satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special contract. MAHLON H. DICKINSON, 11 28 3t Chief Commissioner of Highways.

Corn Exchange Bag Manufactory JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts

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PHILASELPHIA, WILMINGTON. AND BAL-

TIMORE RAILROAD.—
TIME TABLE.

COMMENOING MONDAY, NOVEMBER 21, 1870.

Irains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Britimore, stopping at all regular stations.

Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smura Branch Park Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Bailroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11-45 A. M. (Sundays excepted) Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stepping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweod, 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 11.50 P. M. (Daily), for Baltimore

Night Express at H'30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, idn-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:90 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Hailroad for Harrington and Intermediate

stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 048 A. M. and 400 P. M. will connect at Lamokin Junction with the 700 A. M. and 400 P. M. trains for Baltimore Conral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Balti-more 7-26 A. M., Way Mail; 9-35 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express. SUNDAY TKAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolis, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

wood, and Chester. On Sundays, leave Philadelphia for West Grove On Sundays, leave Philadelphia for West Grove and Intermediate stations at \$ 00 A. M.; returning, left West Grove at \$ 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. \$23 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, November 28, 1870.
The trains of the Pennsylvania Contral Ratiroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets, which is reached directly by the Market Streets. ket 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 ene square of the

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 depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LHAVE DEPOT.

Pittsburg Express 12.11 A. M.
Mani Train 0.00 A M.
Lock Haven and Elmira Express 0.4) A. M.
Paoli Accommodation, 10.10 A. M. & 1.10 and 7.10 P. M. Pacific Express . 10-10 P. M.
Way Passenger . 11-30 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at

Cincinnati and Pacific Express leaves daily. 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.

Sunday Train No. 1 leaves Philadelphia at 8-48 A. M.; arrives at Paoli at 9:49 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20.

Philadelphia at 6 20. TRAINS ARRIVE AT DEPOT.

Cincinnati Express . 8 10 A. M.

Philadelphia Express . 7 00 A. M. Lancaster Train Erie Express Lock Haven and Elmira Express 5.45 P

Southern Express . 5-45 P.

Harrisburg Accommodation . 9-40 P.

For turther information apply to

No. 901 CHESNUT Street

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street

SAMUEL H. WALLACE,

Toket Agent at the Deco

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.
A. J. UASSATP,
4 29 General Superintendent, Altoona, Pa.

NEW JERSEY SOUTHERN RAILROAD LINE, NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:--LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4.39 P. M. Express.

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-90 A. M. Accommonation and 3-90 P. M. Express.

The NARKAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York.....\$3:00 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORS CENTRAL RAILROAD.—CHANGE OF HOURS. On and after MONDAY, October 3, 1870, will run as follows:—Leave Philadelphia from P. W. & B. R. R., corner Broad street and Wash-

of P. W. & B. R. R., corner Broad street and Washington avenue;—
For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port 1:eposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Feading Railroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Balti-

A. M. and 4 25 P. M., on arrival of trains from Baiti-

A. M. and 4 and 5 and 5

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.

Until further notice trains will leave and arrive as

the Perklomen and Colebrookdale Railroads,
For Downlogtown and points on Chester Valley
Railroad take 7-30 A. M., 12-30 Noon, and 4 P. M.
For Schwenksville and points on Perklomen Railroad take 7-30 A. M., 12-30 Noon, and 4-90 P. M.
For Mount Pleasant and points on Colebrookdale
Railroad take 7-30 A. M. and 4-90 P. M.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9-90 A. M. and 5-90 P.
M. passing Reading at 1-35 and 10-55 P. M. connect-M., passing Reading at 145 and 10 65 F. M., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through be-

tween Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3 10, 8 10, and 10 50 A. M., and 2 50 P. M.
Additional train leaves New York for Harrisburg at 12:00 noon. For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all sta-

tions, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines run close to the depot. Baggage collected and delivered by Dungan's Bag-gage Express. Orders left at Depot, or at No. 225 S. Fourth street, S. Fourth street,

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TARLE. On and after WEDNESDAY, November 2, 1870, FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 814, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4-05, 4%, 5-06, 5%, 6, 6%, 7, 8, 9, 10-05, 11, 12 P. M. Leave Germantown 6, 6-55, 7%, 8, 8-20, 9, 914, 10, 11, 12 A. M., 1, 2, 3, 8%, 4, 4%, 6, 5%, 6, 6%, 7, 8, 9, 16, 11 P. M. P. M.
The 8-20 and 9% down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4-08, 7, and

Leave Germantown at 8½ A. M., 1, 8, 6, and 9% P. M. P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 234, 834
534, 7, 9, and 11 P. M.
Leave Chesnut Hill 7-10, 8, 9-10, and 11-40 A. M.,
1-40, 3-40, 6-40, 6-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 934 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and
9-25 P. M.

Passengers taking the 6.55, S A. M., and 61/4 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
8, 4, 5, 5½, 6½, 8 05, 10, and 11½ P. M.
Leave Norristown 5½, 6 25, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 7½, 9, and 11 05 A. M., 1½
Leave Philadelphia 7½, 9, and 11 05 A. M., 1½

FOR MANAYUNK.
Leave Philadelphia 6, 71%, 9, and 11:05 A. M., 134, 3, 4, 5, 5%, 8:05, 10, and 1134 P. M.
Leave Manayunk 6, 6:55, 7%, 8:10, 9:20, and 1134
A. M., 2, 81%, 5, 6%, 8%, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 754 P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
PLYMOUTH RAHLROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane.
Passengers taking the 7%, 9:05 A. M., 6% & 12 P. M.

Passengers taking the 714, 9-05 A. M., 614 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8½ A. M. 12½ and 8 P. M. trains from New York stop at Intersection Station.

W. S. WILSON, General Sup't. 1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

PROM WALRUT STREET WHARP.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 8:30 P. M., Accommodation, via Camden and Jersey City.

At 8 P. M., for Ambey and intermediate stations.

At 6 30 A. M. and 2 P. M. for Farmingdale.

At 6 30 A. M., 2 and 3 30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 8.80, and 5 P. M. for Trenton.
At 6:80, s, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6:80 and 10 A. M., 12 M., 8:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.
The 11 30 P. M. line leaves from Market Street Forry (upper side).

PROM WEST PHILADELPHIA DEPOT, At 7:80 and 9:45 A. M., 1:20, 2:10, 6:30, 6:45 and 12 M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7:30 and 9:45 A. M., 1:20, 2:10, 5:33, 6:45, and 12 P. M. for Trenton.

At 9 48 A. M. 1 20, 6 45 and 13 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, fullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford. nday Lines leave at 9.45 A. M., 6 45 P. M., and

At 7-30 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristol, and at 9-30 A. M. and 6 P. M. for At 7.30 A. M., 2.80, and 5 P. M. for Morrisville and Tullytown. At 7 80 and 0 30 A. M., 2-30, 5, and 6 P. M. for Schenck's Ecclington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12'30, 5'15, and 7'30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9 30 A. M., 12'30, 2'80, 5 15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Hustaio, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 8:30 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At A. K. M. for Lambertville and intermediate. At & P. M. for Lambertville and intermediate

PROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN MAIL GOAD. At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMBEN AND BURLINGTON COUNTY HAILROAD. At 7 and 11 A. M., 1, 230, 330, 5, and 530 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainespore, and Mount Holly, At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and At 7 and 11 A. M., 8 30, 5, and 6 30 F. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M. 1 and 3-30 P. M. for Lewistown,
Wrightstown, Cookstown, New Faypt, Horaorstown, Cream Riege, Imlaystown, Sharon, and

THE PHILADELPHIA AND BALTIMORE CEN-TRAL KAILBOAD. CHANGE OF HOURS On and after MONDAY, October 3, 1870, trains will run as toliows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Street and WASHINGTON Ave-

Nov. 21, 1870. WM. H. GATZMER, Agent.

For Port Deposit at 7 A. M., and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2:30 P. M.;
For Chadd's Ford and Chester Creck Hailroad, at 7 A. M., 10 A. M., 4:30 P. M. and 1 P. M. Saturdaysjonly, at 2:30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.
Trains icaving Philadelphia at 10 A. M. and 4:20 P. M. coxpect at Chadd's Ford Januction with the Wilmington and Reading Railroad.

Vilmington and Reading Railroad. Trains for Philadelphia:— Trains for Philadelphia:—
Leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

Oxford at 6-95 and 10-35 A. M. and 5-39 P. M. Sundays at 5-30 P. M. only.

Chadd's Ford at 7-26 A. M. 11-28 A. M., 3-25 P. M., and 6-49 P. M. Sundays at 6-49 P. M. only.

HENRY WOOD, General Superintendent.