## SAND-GASTLES.

BY MRS. J. L. R. WYCKOFF.

Upon the hard, white-sanded beach, All strewn with moss and tiny shells. There played a child, whose lisping speed And winsome ways, were magic spells To win the love of all who knew The darling boy; and as he played, His auburn curls, and eyes of blue, A lovely, witching picture made.

The waves came leaping to his feet. As if to kiss him, as they broke Along the shore, in murmur sweet, As though old ocean gently spoke; While he, the boy, a heap of sand Had raised—a castle fair to view, With most, and draw, and turret grand, Of mimic style, in likeness true.

Nor knight, nor prince, more proud than he Of this gay structure he had made; Nor did he dream the treach'rous sea Could make the pretty fabric fade; And there he played the livelong hours Of that bright summer's day, without A thought of winds, or waves, or showers, To mar his sportsome, merry bout.

And when night came, he scarce could sleep, So eager he to sport once more Upon the shingly beach, where sweep The crested waves along the shore. At last he slept, and sweetly dreamed.

His coral lips and marble brow-His sparkling eyes that ere while beamed. Are calm, and hushed and quiet now. And while he slept the long night through The rain descended on the strand: The floods, they came, the winds they blew, And beat the house upon the sand; Alas! it fell-and great the fall

Thereof. Morn broke upon the world

In splendor, having thrown the pall
Of night aside, its folds close furled. The sunlight kissed the foamy wave. It made the trees with diamonds hang; All bright the flowers the rain did lave, While all the earth with music rang, No trace was left of roistering wind, Or swelling flood; all, all was now Serene as some fair statue shines, With holy calm on its cold brow.

The little architect awoke, And hasted with expectant heart
Adown the beach. "Oh! where," he spoke
"Is now my castle brave?" A dart Of angry grief went quivering through His soul, and bitter tears rained fast, As not a vestige met his view, Or all his toil and labor past.

The smooth, wide-stretching sand was all He saw; not e'en a foot-print there To mark the spot. He shook his small, White fist, in powerless rage; and where The shine lit up the shelly beach, He threw him down and groaned in pain; His grief was all too great for speech;-

O pilgrims in a weary land here all is care and wild unrest, Build not your hopes upon the sand, Or they will fail when put to test. There is a rock on which to found Your faith—the Rock of Ages, true And firm: there grace and strength abound And there, your soul's salvation too.

He could but weep and weep again.

STEUBENVILLE, O., Dec. 11, 1865. Earthquakes in California-Other Dis A letter from San Francisco to the New York Times, says: Perhaps you all think that San Francisco is no great shakes. Come out here and try one of our earthquakes, not the ones that for so long were a by-word and reproach to the internal forces, mild yearnings, merely, of the terrestial bowels, but a regular old tramper like that which dropped in on us some few Sundays ago, rattling down brick walls, scaring congregations into convulsions, and turbing the peace of families generally. It is with a feeling akin to shame, however, that I confess that I lost that magnificent shake entirely, being on the street at the time. And they may tell about men being thrown flat upon the side-walks and horse-railroad cars thrown from the track, as much as they please. I do not believe any such stories. For I was walking in a part of the city where the shock was most severe, and was never .more surprised in my life than when I saw people rushing from their houses in wild alarm, and bricks came dropping about my ears. The street was filled with people in less time than you could empty a bag. The idea that an earthquake was going on never occurred to me, and I seized several by the shoulders,  $\mathbf{a}\mathbf{n}\mathbf{d}$ asked what the matter was. None answered me for some time, though a Frenchman, to whom I propounded the question, looked in my face a moment, shouted "Sacre," and rushed offlike mad. It was on Sacramento street, and he probably thought I was a stranger, asking my whereabouts, but was too much hurried to get beyond the first two syllables of the street. My curiosity was soon set at rest, however, by a gentleman who replied to my question of what was going on, "An earthquake, you fool." The reply was laconic, certainly, if not over and above polite. must have seemed strange to them that any one should be asking questions at such a time. Imagine a man standing out in a thunder storm, and asking if it was raining, though the anomaly might occur if he had a large enough umbreila. Despite all reports to the contrary, very little damage was done by my earth quake. I call it my earthquake, from the fact that as I wrote a half dozen different accounts of it to as many papers, I cannot help considering that I have proprietary interest in it. Curiously enough, we had nothing but earthquakes for a week afterward-mild spasms of the terrestrial bowels, however, which a dose of soothing syrup might have relieved. But there was a constant apprehension that another big disturbance might come, and for some days real estate might have been quoted as shaky, with a downward movement in glass and a fall of bricks momentarily looked for. To keep the excitement up, Mount Hood, a mountain in Oregon that is indebted to Bierstadt for an Eastern reputationif it have any-suddenly put on her bonnet of flame, and set red ribbons streaming from out her back hair. It was the first eruption of that volcano for fifty years, and so quiet had the creature'sor crater's-mouth been, that people had come to regard her as a toothless old granny, from whom they had nothing

down and regarded it all as one of Hood's I observe that rather exaggerated accounts of our earthquake reached the

was looked for when it became known

that the mountain was aflame; but nothing came of it, the mountain acting

as a sort of chimney or safety-valve for

the superfluous smoke and steam below, instead of playing the part of an agent of

fresh disturbances. And as this fact became apparent, we gradually settled

demonstration

to dread. Some terrible

East, and that San Francisco's reputation suffered in consequence. To tell the truth, my confidence in her is not what it was; she occupies in my mind the position of a woman who has been "talked about"-been made the subject of scandal-and I cannot refrain from looking upon her as a little shaky. For it was merely a question of a few seconds more of the earthquake's continuance, or a little more violence; that a single house was left standing in the city. Suppose they put in a little more powder next time, eh? One does not like to have one's preconceived notions of the stability of things upset in this way, and all the pretty rhetoric about terra firma set at nought.

Such phenomena always seem to group themselves together, for not long before we had the terrible loss of the Brother Jonathan on the up coast, only one small boatload being saved of all the passengers and crew; and immediately after-ward came the explosion of the Yosemite' sboiler, killing and wounding about a hundred persons. Dan. Setchel, the comedian, on the occasion, came very near finding himself in a way to be written of in the future as a "finished actor," for he was on board, and four of his company were instantly killed. He escaped by happening to be in the after part of the boat. In the forecastle of the boat there were thirty-nine Chinamen, all of whom were instantly scalded to death by the escaping steam. The sight was terrible when their blistered bodies were taken out from the wreck True, they were only Chinamen, but I hold to a belief not very generally accepted here, that Chinamen have souls, and that their lives are of some value to themselves, aside from the fact that in the death of each one four dollars a month are lost to the State—that being the tax imposed upon them in mining counties. Poor fellows, their bodies are by this time well upon the way to that flowery land whence they came. For you know these Chinamen could not sleep comfortably in the graves which our heathen hands dig. Each one of them belongs to what is termed a company, to which company they pay a certain monthly sum for the insurance of being carried to China and interred according to their own customs when they die; and perhaps they are not so far wrong, for great as is my affection for San Francisco, I do not know but that there are places in the world that I should better prefer to start from on taking that trip from which no traveler returns.

## SHIPPING.

## STEAM TO SAVANNAH, GA. SOUDER'S LINE

The fine Steamship CUMBRIA, Captain CHARLES A. FRENCH,

CARRYING THE UNITED STATES MAIL

Having been unavoidably detained, will sail from Steamship Wharf, RACE street, on SATURDAY, December 22d, at 10 o'clock, A. M., positive y. For freight or passage, having elegant accommodations, apply to

E.A. SOUDER & CO. GENERAL OFFICE. No. 3 DOCK Street Wharf.
FREIGHT AND PASSAGE OFFICE,
4t No. 210 North Delaware avenue.

## FOR HAVANA. The steamship HENDRICK HUDSON,

HOWES, Master, Will sail on SATURDAY MORNING, December 23 No Freight received after Thursday. For Freight or passage, apply to

THOMAS WATTSON & SONS. deI5-7t 140 North Delaware avenue.

Drafts issued for any amount, payable in any part of England, Irciand, Scotland and Waies or on the Continent.

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Calling at QUEENSTOWN, the Inman Line, balling SRM: WFEKLY, carrying the U. S. Malb CITY OF CORK.

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At Noon, from Pier 44 North River.

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So | Steerage to London.

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Passengert also forwarded to Havre, Hamburg. Bre Men. &c., &c., at indecrate rates.

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STEAMSHIP LINE DIRECT.

EATLING FROW EACH PORT EVERY FIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA,

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The steamship NORMAN, Captain Baker, will sail from Philacelphia on Monday, Dec. 25. at 10 A. M.

The line between Philadelphia and Boston is now composed of the

SAXON. Captain Matthews, 1200 tons burthen.

NORMAN Captain Matthews, 1200 tons burthen.

The line between Philadelphia and Boston is now composed of the SAXON. Captain Matthews, 1200 tons burthen. SAXON. Captain Baker, 1200 tons burthen. ARIES, Captain Crowell, 900 tons burthen.

These substantial and well appointed steamships will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to receive cargo.

Shippers are requested to send Bills of Lading with their goods.

For freight or passage, apply to

HENRY WINSOR & CO.,

del9 332 South Delaware avenue,

RE-OPENING OF THE OUTSIDE LINE OF STEAMERS PHILADELPHIA AND NEW YORK.

This favorite line wil commence their trips on
THURSDAY next, 30th last. The following well
known and staunch sea-boats will be placed on the

PHILADELPHIA, PICHMOND AND NORFOLK STEAMSHIP COMPANY.

The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every

WEDNESDAY and SATURDAY, At Noon,

Connecting with Railroads from Richmond, Norfolk and City Point, forming the most direct route for the South and Southwest.

For freight or passage, with excellent accommodations, apply to

WM. P. CLYDE & CO., 14 North and South Wharves. FOR BREMEN.—Tie Al Bremen ship EMIL, 12722 Capt. Henry Onken. For Cabin passage having the accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Wainut st. del8 SHIPPING

NEW EXPRESS LINE TO ALEXNEW EXPRESS LINE TO ALEXNEW EXPRESS LINE TO ALEXNEW EXPRESS LINE TO ALEXTO ALEXNEW EXPRESS LINE TO ALEXTO ALEX-

Co., Agents at Alexandria.

FOR NEW YORK.—New Daily Line—Vis Service of the Company will receive freight and leave daily at 2 P. M., delivering their cargoes in New York the following days.

Freight taken at reasonable rates.

WILLIAM P. CLYDE, Agent, 14 South Wharves, Philada 14 South Wharves, Philada JAMES HAND, Agent, Piers 14 and 15 East River, N. Y.

E All A NEW TOW-BOAT LINE.

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DILLO TOW-BOAT COMPANY. BARGES towed to and from PHILADELPHIA
HAVRE-DE-GRACE, BALTIMORE, WASHING
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WM. P. CLYDE & CO., Agents,
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FOR SAN FRANCISCO.
ROLINSON'S CALLFORNIA CLIPPER LINE.
SAILING REGULARLY AS ADVERTISED.
Freight for this Line sent to New York by SwinSure Line at reduced rates.
The renowned clipper ship
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# 15 NOW taking in the balance of her cargo at

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Is now taking in the balance of her cargo at pier 11 East kiver, and will positively be the first clipper ship to sail. All freight should be lowarded immediately, as she will close out in a few days. For freight, apply to

BISHOP, SON & CO., 165 Arch street. #1. FOR FREIGHT OR CHARTER. Schooner Caroline Kessall, Captain Woodruff, Schooner A L. FUIMAN, Captain Duggett, 1.401 bbis. capacity: now leady for any voyage. Apply to David Course & Co., 18 N. Wharves. dels

FOR BOSTON, Mass.—Express Line.—The fine packet schooner ELMER M. WRIGH;
Freeman master, now loading for the above tort at — wharf, will have prompt despatch. For freight, apply to DAVID COOPER & CO., 18 North Wharves. Wherves.

Gell

FOR BALTIMORE, MD.—The fine schooner

MARY GAY, Captain Keen, is now loading for

t. e above port at Girurd's wharfabove Market

street, and will sail with despatch. For freight, apply
to DAVID COOPER & CO., 18 N. Wharves. FOR LIVERPOOL.—The fine Al ship MOUNT ROYAL, Cumminger, master, having the greater portion of her cargo engaged, with deaparch. PETER WRIGHT & SONS, 115 Walnut street.

Wainut street.

FOR MARSE'LLES, FRANCE.—The bark
WM. VAN NAME Capt Lewis P. Cook. For
Cabin passage, having fine accommodations,
apply to the Captain on board, or to WORKMAN &
del8 ALL PERSONS ARE HEREBY CAUTIONED against trusting the crew of the Br. ship MOUNT ROYAL. Cumminger, master, from Liverpool, as no debts of their contraction will be paid by the Captain or Consignees. PETER WRIGHT & SONS, 115 Walnut street.

DR. SHIP MOUNT ROYAL. Cumminger, master, from Liverpool, is now discharging under general order at 'mith's wharf. Consignees will please attend to the reseption of their goods. PETER WRIGHT & SONS, 115 Walnut Street. NOTICE—All persons are hereby cautioned against harbering and trusting any of the crew of the Darlish orig DENMARK, as no debts of tueir contracting will be paid by captain or consignees. WORK-MAN & Co., Consignees, 123 Walnut street. NOTICE—All persons are hereby cautioned against trusting any of the crew of the British bark A.W. SINGLETON, from Liverpool, as no debts of their contraction will be paid by captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. If

CHIP NOTICE—All persons are hereby cautioned S against trusting any of the crew of the Br. ship S. I. TILLIY, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by capitain or consignee. EDMUNDA. SOUDER & CO., Dock street wharf. UNSIGNES NOTICE—The schooner RMMA BACON, Bearse, master, from Boston, is now discharging her cargo at Arch street wharf. Consignes

will please attend to the reception of their DAVID CCOPER & CO., 18 N. Wharves, CHIP MERRIMAC, from Liverpool. is now dis-Charging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods, PETER WRIGHT & SONS, 115 Wal-DR. BARK A. W. SINGLETON, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, Walnut street.

JAS. S.EINPLER. Successor to JOHN SHINDLER & SONS, Sail Makers, No. 24; North WHARVES below Vine street. Philadelphia.
All work done in the best manner and on the lowes, and most favorable terms, and warranted to give perfect satisfaction.

Particular attention given to remaining.

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HOOP SKIRTS, of Hopkins' "own make," at No. 623 ARCH Street. These skirts are gotten up expressly to meet the wants of first-class trade, and embrace every size and style for Ladies, Misses and Children, which, for finish and durability, have no equal in the market, and warranted to give satisfaction. Also, constantly on hand, a full assortment of good Eastern made Skirts, from 15 to 40 springs, at very low prices. Skirts made to order, altered and repaired. Wholesale and retail. 1013-6m

C. F. RUMPP,
No. lis North Fourth street,
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Manufacturer and Importer of
TRAVELING BAGS,
POCKET BOOKS,
CIGAR CASES, MONEY BELTS,
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Port Folios, Bill Books, &c., &c., Jobbing promptly
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WILLIAM EVANS, Jr., 252 South FRONT St.
Wholesale and Retail Dealer in
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Putty. Paints, Olls. Varnishes, etc.
A very desirable brand of
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ENGINEERS AND MACHINISTS,

Enamiseure High and Low Pressure Steam Engins
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Jastings of all kinds, either iron or breas.

In W. Frame Roofs for Gas Works, Workshops a

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Every description of Plantation Machinery; and Sugar, Saw and Grist Mills, Vacuum Pans, Operation Trains, Defacators, Filters, Pumping Research zines, &c. Sole Agents for N. Billenx's Patent Sugar Rolling Apparains, Neamyth's Patent Steam Hammer and Aspirwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

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LEIVER, PRIOR PELLADELPHIA,
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Engineers and Iron Bost Builders,
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Late of

Late of Late Reaney, Neafie & Co., Engineer in Chiet Penn Works, Phils. [jy13-tr] U. S. Navy, Penii Works, Phils. [jyis-tr] U. S. Navy, The S. Philadelphia Riding School.—
FOURTH street, above vine, will re-open for the Fall and Winter season on MONDAY, Sept. 26th, Ladies and gentlemen destring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are safe and well trained, so that the most timid need not fear. Saddis horses trained in the best manner. Saddis horses horses and vehicles to hire. Also carriages for funcials, to cars, steamboats, &c.

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THEODORE WEIGHT. CAS FIXTURES,—MISKEY, MERRILL & THACKARA, NO. 718 CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandellers, Pendants, Brackets, &c. 7 hey also introduce Gas pipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted. DRIVY WELLS -OWNERS OF PROPERTY.-The only place to get Privy Wells Cleansed and Disin-cted, at-very low prices. A. PEYSSON, Manufacturer of Pondrette, Goldsmith's Hall, Lib street rary

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DANCROFT HOUSE, CORNER OF BROADWAY
AND TWENTIETH STREETS, NEW YORK.
The undersigned begs leave to call the attention of
his old patrons while connected with the EBBITT
HOUSE, Washington, D. C., and of the public generally, to the fact that he has leased the above commodious at a damirably located house for a term of years;
that he has thoroughly renovated the entire establishment, and now solicits a trial of his accommodations,
with the perfect confidence of giving satisfaction to all
By a glance at the city map, it will be perceived that
the central locality secures ready communication by
railroad and stage with all of the most desirable parts
of the city—from the Battery to the Central Parkfrom the Hudson to the East Rivers.
To those who shall known him with their patronage,
he pledges himself to spare us efforts in making their
stay pleasant and agreeable.

ALBERT H. CRANEY, ALBERT H. CRANEY, Proprieter. Je216m]

TRAVELING GUIDE. NORTH PENNSYLVANIA I B.—THE MIDDLE ROUTE. chortest and most direct line to Bethlehem, Allentown Masch Chunk, Hazleton, White Hayen Wilkesbarre, Mahsnoy Chy, and all paints in the Lehigh and Wyol uling Coal Regions.

Passenger Bepots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERICAN streets.

Passenger Bepots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERI CAN streets.

WINTER ARRANGEMENT,

On and after Monday, Nov. 20th, 1855, Passenger trains leave the Bepot. Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Betalehem and and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Counk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Wyoming Valleys; also, in connection with Lehigh and Wahanoy Railroad for Mahanoy City and with Catawissa Railroad, for Rupert, Daaville, Milson and Williamspert. Arrive at Manch Chunk at 11.45 A. M. Awilkesbarre at 2.45 P. M., at Mahanoy City at 9. P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Doylestown, Stopping at all intermediate Stations. Passengers for Willow Grove, Hathoro and Hartsville, by this train, AT 10 A. M.—Accommodation, for Port Washington, stopping at all intermediate stations.

At 2.07 M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New Hope.

AT 8.30 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M., Passengers for Plainfield, Somerville and other points on New Jersey Central Rait ske N. J. C. Train at Easton, when arrives in New Yerk et 10 P. M. Passengers for Sunneytown take stage at North Walee, and for Nazareth at Bethlehem and for Greenville at Quakertowr.

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Sunneytown take stage at North Walee, and for Nazare

and for Nazareth at Bethlehem and for Greenville at Quakertown
AT 4.15 P. M.—A commodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, take stage at Abington; for Lumberville at Doylestown. AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylenia Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Railroad.
AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations. ping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P.

M. Passengers leaving Easton at 9.30 A. M., connect at Sethlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect Bethlehem at 6.15 P. M., and arrive in Philadelphia

at Bechlehem at 6.15 P. M., and arrive in Philadelphia at 3.45 P. M.

Leave Doylestown at 6.30 A. M. 3.15 and 5.30 P. M.

Leave Lanadale at 6.10 A. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7.20 A. M.

Bethlehem for Philadelphia at 7.20 A. M.

Bethlehem for Philadelphia at 7. P. M.

Fifth and Sixth Streets Passenger Cars conv y pasengers to and from Berks Street Depot.

White Cars of Second and Third Streets Line convey passegners to Third Street sept.

Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of farc.

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

Office, No. 113 South THIRD street.

Diffice, No. 113 South THIRD street.

PENNSYLVANIA CENTRAL

Office. No. 113 South THIRD street.

PENNSYLVANIA CENTRAL

WINTER ARRANGEMENTS.

The trains of the Pennsylvania R R. will leave the
New Depot at Thirtieth and Market streets.

The cars of the Market Street Passenger Railway
run to and from this Depot They also leave Front
street every two minutes, commencing one nour previous to the time of departure of each Train and allow
about 50 minutes for a trip. Their cars are in waiting
on the arrival of each Train to convey Passengers into
the city, and connections are made with all roads crossing Market street.

UN STNDAYS—Cars leave Eleventh and Market
streets at 6.45 P. M., to connect with the Pittsburgh and
Erie Mail, and at 10.25 P. M. with Phinadelphia Extrees.

Mann's Baggage Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Baggage taken to the trains, can have it done at reasonable rates upon application to him. TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

THUS

ERIE EXPRESS
MAIL TRAIN
PAOLI ACCOM, No. 1
FAST LINE
PARKESBURG,
HARRISBURG ACCOM,
LANCASTER ACCOM,
PAOLI TRAIN, No. 2
PITTSBULGH & ERIE MAIL at 7.30 A. M. at 8.00 A. M. " 10.00 M. " 1.00 P. M. " 2.80 " 4.00 " 7.30 " " 11.10 " AREIVE
AREIVE
CINCINNATI EXPRESS
PHILADELPHIA EXPRESS
PAOLI ACCOM, No. 1
PARKESBURG
ERIE EXPRESS
LANCASTER TRAIN
FAST LINE
PAOLI ACCOM No. 2 AOLI ACCOM., No. 2 Y EXPRESS RRISBURG

Philadelphia Express leaves daily. Pittsburgh and rie Mail leaves daily (except Saturday). All other Erie Mail leaves daily (except Satarday). All other Trains daily—except Sunday.

The Pennsylvania Rairoad Co. will not assume any risk for Ragrage, except for Wes-ring 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. For further information, as to time and connections, see bills and framed cards, or apply to.

Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. For full information as to fare and accommodations, apply to FRANCIS FUNK, No. 127 Dock stress.

PRANCIS FUNE, No. 127 Dock stress
PHILADELPHIA. GERMANTOWN AND NORRISTOWN
RAILROAD.—TIME TABLE—On and after WEDNESDAY, November 181, 1853, un:19 further notice,
FOR GERMANTOWN.
Leave Philadelphia—6. 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 8, 10, 11, 12, P. M.
Leave Germantown—6. 7, 75, 8, 8.20, 9, 10, 11, 12, A. M.;
1, 2, 8, 4, 8, 6, 65, 7, 8, 9, 10, 11, 12, P. M.
The 8.20 down train, and the 3% and 5% up trains do not stop on Germantow Branch.

The 8.2° down train, and the 3½ and 5½ up trains do not stop on Germaniown Branch.

ON SUNDAYS.

Leave Philadelphia-9.10 minutes, A. M.; 2, 7 and 10½, P. M.

Leave Germantown-8 A. M.; 1, 8 and 9½, P. M.

Leave Germantown-8 A. M.; 1, 8 and 9½, P. M.

Leave Philadelphia-6, 8, 10, 12, A. M.; 2, 3½, 5½, 7, 9, and 11, P. M.

Leave Chestnut Hill-7.10 minutes, 8, 9,40, and 11,40 A.

M.; 1.40, 3.40, 6.40, 6.40, 8.40, and 10,40 P. M.

Leave Philadelphia-9.10 minutes, A. M.; 2, and 7, P.M.

Leave Chestnut Hill-7.40 minutes, A. M.; 2, and 7, and 9.25 minutes P. M. and 9.25 minutes P. M. EN AND NORRISTOWN.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia-6, 8.35, 11.05 minutes, A. M.; 1½, 8.45, 6½, 8.45, and 11½, P. M.
Leave Norristown-5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 5

and 3 P. M.

The 5% P. M. train will stop at School Lane, Wissa-hiekon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M. 24, and 7 P. M.
Leave Philadelphia—9 A. M. 25, and 7 P. M.
Leave Philadelphia—6 M. M. 25, and 7 P. M.

FUR MANAYUNK.

Leave Philadelphia—6, 8.25, 11.00 A. M.; 1½, 3, 4½, 5½, 63, 340, and 11½ P M

Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½, and 8, P. M.

ON SUNDAYS

65; and 8, P. M. ON SUNDAYS.
Leave Philadelphia—9 A. M.; 25; and 7 P. M.
Leave Manayunk—75; A. M.; 55; and 8 P. M.
W. T. WILSON, General Superintendent,
Depot, Ninth and Green street

Leave Manayunk—7; A. M.; 3; and 8 F. M.

W. T. WILSON, General Superintendent,
Depol, Ninth and Green streets,

BAY RAHITAN AND DELAWARE
FALL ARKANGEMENT.

Commencing MUNDAY, September 18th, 1868.

FAM CAMDEN TO NEW YORK.

From Cooper's Ferry, Camden, dally, at 9.15 A. M.,
for Tuckerton, Barneygal, Tom's River, Manchester,
Bergen, Squancum, Farmingdale, Shark River, Long
Brunch, Branchport, Oceanport, Estontown, Shrews,
Dury, kee Bank, Middletown, Highlands and Port
Monmouth, thence to New York by the splendid
steamer JESSE HOYT. Through in 5 hours. Fare
Excursion Tickets, good for three days, \$3.

Through Freight Line leaves Camden at 230 P. M.,
arriving at New York at 4 A. M. next day.
Leaves New York at 4 A. M. next day.

Superintendent.

OFFICE OF THE ADAMS EXPRESS COMPANY, 220 CHEST.

OFFICE OF THE ADAMS EXPRESS COMPANY, 220 CHEST.

ACT SIREET PRILABRLPHIA, January 27th, 1882.

The Adams Express Company have enlarged their
facilities at Washington, D. C., by building a Railroad
Depot, and having acquired aciditional capacity for
transportation, are now prepared to forward Heavy
Express ficilities, Packages and Parcels to Washingtion. Georgetown, Alexandria, Annapolis, Frederick,
Adamstywn, Fortress Mouroe, and other r's 228 South,
occupien by the army, at greatly reducet, ates.
Special agreemen s made for Merchanduse in large
lots. Sutler's goods and zrmy supplies at satisfactory
prices, on application at our ofnce. Soldiers' parcels
taken at much less than our usual rates.

Heavy and bulk y packages are ceived and receipted
for at our depot, Southerss corner of BROAD and LOCUST streets.

JOHN BINGHAM.

Superintendent.

Wilmington And Balti-

CUST streets.

Superictendent.

Superictendent.

Superictendent.

FHILADA... [1864.]

FHILADA... [1864.]

MORE RATIEGAD VIA BALTIMORE AND OHIO

RAILROAD.

THROUGH FREIGHT DEPARTMENT.

DEPOT, BROAD STREET, ABOVE CHERRY.

The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Baittimore Railroad, for Philadelphia, by way of the above route to the West.

Shippers and the public generally are assured that the organization of through trains secures to Freight regular transit and prompt delivery to all parts parts.

For through rates and further information, apply to A. COWTON & OO.,

General Freight Agents.

General Freight Agents.

JOHN 8. WILSON, Freight Agent,
Office, Sixth street, abov e Chestnus.

poince, Sixth street, above c Chestron.

Office, Sixth street, above c Chestron.

PHILADELPHIA AND BALTIMORE ORNTRAL RAILEOAD.

WINTIER ARRANGEMENTS.—On and after WEDNESDAY October 18th, 1865, the trains will leave Philadelphia from the depot of West Chester and Philadelphia Railroad, corner of Thirty-first and Market
streets, (West Philadelphia,) at 8.05 A. M., and 4.30 P.

M. Leave Oxford at 6.30 A. M., and 3.10 P. M.

The train leaving Philadelphia at 8.05 A. M., connects
at Oxford with a daily line of stages from Peach Bottom
is Lancaster. Returning leaves Peach Bottom to
connect at Oxford with the afternoon train for Philadelphia. Passengers are allowed to take wearing apparel only as begrage, and is no case will the Company be responsible for an amount exceeding \$100.

H. WOOD, General Superintendent.

TRAVELING GUIDE.

BEADING RAILROAD,
GREAT TRUNK LINE FROM
ENLISHED THE GREAT TRUNK LINE FROM
ENLISHED THE SCHUYLKILL, SUSQUEHAN.
NA, CUMBERLAND AND WYOMING VALLES,
THE NORTH, NORTHWEST and the CANADAS,
WINTER ARRANGEMENT OF PASSENGER
TRAINS leaving the Company's Depot, THIRTRENTH and CALLOWHILL Streets, Philadelphia
at the following hours:

MORNING MAIL.

TERNITH and CALLOWHILL Streets, Philadelphis at the following hours:

At 8 A. M., for Reading, Lebanon, Harrisburg, Potisville, Pine Grove, Tamaqua, Sunhury, Williams, Potisville, Pine Grove, Tamaqua, Sunhury, Williams, Potherser, Nigara Falis, Buihalo, Allentown, Wilkesbarre, Pitiston, York, Carlisie, Chambersburg, Hagerstown, &c.; &c.

This train connects at READING with the East Pennsylvania Rallorad trains for Allentown, &c.; &c.
and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Rallroad trains for Williamsport, Lock Haven, Elmira, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chamberaburg, Pinegrove, &c.

AFTERNOON EXPRESS.
Leaves Philadelphis at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R. R. trains for Columbia &c., and with Catawissa Raliroad trains for Milton, Williamsport, Elmira, Buffalo. &c.

READING ACCOMMODATION.
Leaves Reading at 6.30 A. M., stopping at all waystations; arrives in Philadelphia at 9.30 A. M., Returning, leaves Philadelphia at 9.30 P. M.; arrives in Eading at 7.39 P. M.; his expensions; arriving in Philadelphia at 9.30 A. M., and Fottsville at 3.30 A. M., arriving in Philadelphia at 7.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.85 P. M. Harrisburg accommodation leaves Reading at 7.85 A. M. Market train, with a Passenger car attached, leaves Philadelphia at 1.25 noon for Reading and all way stations; leaves Reading 11.20 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains izave Fottsville at 8.00 A. M., and 12:30 P. M. for Philadelphia and an way segums.
All the above trains run daily, Sundays excepted.
Eunday trains izave Potsville at 8:00 A. M., and
Philadelphia at 3,15 P. W.
CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediatepoints take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and phia, returning from Downingtowr at 7.05 A. M. and 2.30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.48 P. M. and connecting at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, do.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 2 and 9.05 A. M., passing Reading at 4.49 and 10.62 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without charge.

M. Mail train for New York leaves Harrisburg at 1.45 P.

M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHLROAD.

Noon.
SCHUYLKIIL VALLEY RAHLROAD.
Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., retarning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.
SCHUYLKIIL AND SUSQUEHANNA RAHLROAD.
Trains leave Auburn at 7.45 A. M. for Placardon Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M.

TICKETS.

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

Canadas.

The following tickets are obtained only at the Office of S. Enadord, Treasurer, No. 27 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintend-

Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

At 25 per cent., discount between any points desired for farailies and firms.

MILEAGE TICKETS,
Good for 2,000 miles, between all points, at \$52 50 each, for families and firms.

SEASON TICKETS.

Efor three, six, nune or twelve months, for holders only, to all points at reduced rates.

Residing on the line of the Road will be turnished with cards, entitling themselves and wives to tickets at half-fare.

EXCURSION TICKETS. EXCURSION TICKETS.

From Philedeiphia to principal stations, good for Saturday, Sunday and Mouday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets. hill streets.

PREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.

Leave Philadelphia daily at 5.30 A. M., 12.45 noon and 6 r. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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.

FOR NEW YORK.—The CAMDELPHIA AND TRENTON RAILROAD OMPANN'S LINES, from Philadelphia to New York, and
way places, from WALNUT STREET WHARP,
will leave as follows, viz:
At 8 A. M., via Camden and Amboy, Accom., £2 25
At 10 A. M. and 12 M., (neon) via Camden and
Amboy, Accomundation, (Freight and Passenger.) senger.)
At 6 and 11.80 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger) 1st Class Ticket, . 2 25 2d Class Ticket. . 1 50

(Freight and Passenger) ist Class Ticket, 225
At 6 A. M., 2 and 5 P. M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 6 A. M., and
2 P. M. for Freehold.
At 6 and 10 A. M. 12 M. 3.00, 5, 6 and 11.30 P. M. for Palmyrs, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 5 P. M.
Lihe runs direct through to Trenton.
At 22, P. M. Steamboat Trenton for Bristol, Burlington, Beverly, &c.
Lines from Kensington Depot will leave as follows:
At 11.15 A. M., 4.30 P. M. and 6.45 P. M. via Kensington and Jersey City Express 30
At 12 P. M. (Night) via Kensington and Jersey
City Express 25
The 6.45 P. M. Line will run daily. All others Sundays excepted. Art of the solution of the sol our and intermediate Stations.

BELVIDERE LELAWARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Dec

trains dally (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 3.20 P. M. for Niagara Falls, Buffalo, Lunkirk, Canandaigua. Elmira, Ithaca, Owego, Rochester, Bingrampton, Oswego, Syracuse, Great Bend Montrose, Wilkesbarre Scranton. Suoudsburg, water Gap, Belvidere, Easton, Lambertville, Flemngton, &c. The 3.30 P. M. Line connects direct with he Train leaving Easton for Mauca Chunk, Allentown, Bethlehem, &c.

At 5 P. Mefor Lambertville and intermediate Stations.

23 For New York, and Way Lines leaving Kensington Depot, take the curs on Fifth street, above Walnut, halt an hour vetore departure. The cars run mito the Depot, and on arrival of each Train, run from the Depot. into the Depot, and on arrival of each Train, run from the Depot.

Pitty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over nity pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond lite, except by special contract.

Graham's Baggage kxpress will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut Street.

LINES FROM NEW YORK FOR PHILADELPHILA Will leave from foot of Cottland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7.10 and 11 A. M., 6 P. M. and 12 Night via Jersey City and Kensington.

A. M., P. M., and 12 August 12 M., and 2 P. M., sington.
From foot of Barclay street at 6 A. M. and 2 P. M., via Amboy and Caniden.
From Pier No. 1 N. River, at 12 M., 3 and 7, P. M., (Freight and Passenger), via Amboy s

WALH GAIZAIER, Agent.

WEST CHESTER AND PHILADELPHIA RAILRUAD, VIA MEDIA. WINTER ARRANGEMENTS.
On and after WhDNESDAY, October 18th, 1865, the trains will leave as follows:
WEST CHESTER TRAINS,
Leave Philadelphia for West Chester 8.05, 11.00 A. M.,

Leave Philadelphia for West Chester 8.05, 11.00 A. M., 2.15, 4.30 and 8.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45 A. M., 1.40, 4.85 P. M.
Trains leaving West Chester at 8.15 A. M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only, PENNELTON TRAINS.
Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.
Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M.
These Trains stop at all intermediate Stations. ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Leave West Chester 7.55 A. M and 4.00 P. M.
Trains leaving Philadelphia at 8.05 A. M. and 4.35 P. M., and leaving West Chester at 8.15 A. M, and 4.35 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

537 Passengerspare allowed to take wearing apparel only as Baggage, and the Company will not, in any rase, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD.

HENKY WOOD,
General Superintendent
PHILADELPHIA AND ELMICATAWI-SA RAILROAD.
Short line to Williamsport, Elmira, Oil Regions, Erie,
Bufiaio, Niagars Falls, Suspension Bridge, and all
places in the Western, North Western and South Western States and the Canadas.
Four through trains daily (Sundays excepted).
Leave Philadelphia and Leave North Pennsylvania R.R. Depot.
8 A.M. 7.30 A.M.
3,30 P.M.
One train on Sunday at 15 P.M.
One train on Sunday at 15 P.M.
By all these trains direct connection is made at Elmira with Erie railway; at salamauca with Atlantic
and Great Western railway; at Dunkirk and Buffalo
with Lake Shore R. R.; and at Suspension Bridge
with Great Western railway.
Fare always as tow as by any other line.
Sleeping cars on all night trains.
Second class cars with cushioned seats accompany
each express train, giving passengers the advantage
of high speec with low fare.
For through tickets and further particulars concern
ing the routes, apply at the.

Ticket Office, 425 Chestnut street.
Occil

oczł N. VAN HORN, Pas. Agt.

NOTICE - STEA MBOAT TRENTON.

Texton, Captain Hornblower, wili resume her regular
trips on SATUEDAY, i ecember 16, at 2½ o'clock P.

F. frim Walnut street wharf, for BURLL-GTON and
BRINTOL. keturning— iii leave Bristol at 7,15 and
Burlington at 7,20 A. M., for Philade phila daily, Sundays excepted.

W. H. GATZMER,
delf-6t Agent.

TRAVELING GUIDE.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILCLOBER 22d, 1855. Trains will leave Depot, corner of
Broad street and Washington avenue, as follows:
Express Trains, at 405 A. M. (Mondays excepted),
for Baltimore and Washington, stopping at Wilmington, Perryville, Hayre-de Grace, Aberdeen, Perryman's, and Magnolia.
Way-mail Train, lat 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations,
connecting with Delaware Railroad at Wilmington, for
Sallsbury and intermediate stations. Connecting with Delaware Railroad at Wilmington, for Sailsbury and intermediate stations. Express Train at 1-15 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Wil-mington, Elkton, Perryvilleand Havre-de-Grace. Express Train at 460 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's Edgewood, Magnolia and Stem-mer's Run. Grace, Perryman's Edgewood, Magnolia and Stemmer's Run.

Night Express at 11,15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, North East. Perryville and Havre-de-Grace.

Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the S.15 A. M. Train.

As an additional accommodation only for those holding tickets for these points, a special car will are the Philadelphia Depot at 11.45 A. M., connecting at Gray's Ferry with the Morning Express train from New York. York.
WILMINGTON ACCOMMODATION TRAINS, stepping at all stations between Philadelphia and Wilmington stcpping at all stations between Finingerphia and Thington.
Leave Philadelphia at 11.15 A. M., 3.30, 5.00, 7.00 and 10.00, P. M. The 3.50 P. M. train connects with the Delaware Railroad for Minford and intermediate stations.
Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3,00 and 4.50 P. M.
Trains for Newcastle leave Philadelphia at 8.15 A.
M., 3.30 and 5.00 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.27, 8.02 and 9.54 P.M.

THROUGH TRAINS FROM BALITIMORE
Leave Wilmington at 12.00 M., 4.27, 8.02 and 8.54 P.M.
CHESTER FOR PHILL DELPHIA
Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.36, 3.43,
4.59, 5.34 and 8.38 P. M.
From Baltimore to Philadelphia,—Leave Baltimore
85 A. Wey Med. 11.00 M. Browner Hall Deve Leave Chestre at 8.01, 8.58 and 10.14 A. M., 12.36, 3.43, 4.59, 5.34 and 8.28 P. M.
From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. 4.10 P. M., Way Train. 6.55 P. M., Express. 4.20 P. M., Way Train. 6.55 P. M., Express. 4.25 A. M., Express. 1.50 and 11.50 P. M.
Trains for Baltimore leave Chester at 8.55 A. M., 1.50 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 5 13, 9.30 A. M., 2.25, 5.10 P. M., 12.25 A. M.
Express Train at 4.65 A. M. for Baltimore and Washington, stopping at Wilmington, Preyville, Havre-de-Grace, Aberdeen, Perry man's and Magnolia, Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkoton, Northeast, Perryville and Havre de Grace, Accomodation Train at 10 P. M. fer Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore or Washington.

A special train will leave Wilmington for Philadelphia at 6.50 P. M.
Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.60 P. M.

Superintendent.

Superintendent.

Superintendent.

1855. PHILADELPHIA AND
ERIE RAILROAD. 1855.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

11 has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASEENGEE TRAINS AT PHILADELPHIA.
ARRIVEEASTWARD. 100 P. M.
Erie Express Train 110 A. M.

LEAVE WESTWARD. 720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 720 A. M.
Passenger cars run through on Erie Mail and Express Trains without change, both ways, between Philadelphila and Erie.

phia and Erie.

Leave New York at 6 6 P. M., arrive at Erie 3 37 A. M.

Leave Erie at 155 P. M., arrive at New York 1.15 P. M.

No change of cars between Erie and New York.

Elegant Sleeping Cars on all Night Trains.

Elegant Sleeping Cars on Passenger business apply

For information respecting Passenger business apply at corner THIRTIETH and MARKET streets, Phile-At corner THRTIETH and Adelphia, delphia, And for Freight business, of the Company's Agents:
And for Freight business, of the Company's Agents:
B. E. Kingston, Jr., corner Thirteenth and Market sts - Philadelphia, J. W. Reynolds, Erie,
William Brown, Agent, N. C. R. B. Baltimore,
William Brown, Agent, N. C. R. B. Baltimore,
H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia, General Ticket Agent, Philadelphia, A. L. TYLER, General Sup't.. Williamsport.

WEST JERSEY RAILROAD WINTER ARRANGEMENT,
Commencing WEDNESDAY, NOVEMBER 15th,
1885. 1855.

For Bridgeton, Salem, and all Stations on West Jersey and calem Railroads, at 9 A. M. and 3.30 P. M.

For Mulville and all intermediate Stations, at 9 A. M., and 3.7 M.

Efor Cape May and intermediate Stations, at 9 A. M., at 19 M. and 3.50 P. M. MFor Cape May and intermediate Stations, at 9 A. M., to Mitivitie connecting with freight train (Passenger car attach: 4) for Cape May, due 3.45 P. M. and 3.00 P. M. through passenger, due 5.00 P. M. for Glassboro' and intermediate Stations, at 9 A. M. 3 and 3.30 P. M. For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 3.50 P. M. Freight train will leave Philadelphia from Sandford's Whari at 10 A. M., and Camden, at 12 M. J. VAN RENSSELAER, Superintendent, THE WEST JERSEY EXPRESS COMPANY WILLIAM THE WEST JERSEY WEST WILLIAM THE WEST JERSEY WEST WILLIAM TH

THE WEST JERSEY EXPRESS COMPANY
Will attend to all the usual branches of EXPRESS BUSNESS, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenrev accompanies each through train. Office, No. 5
Walnut street.

DRUGS, COD LIVER OIL.—Twenty-five barrels, new made,
Cod Liver Oil, of very superior quality; Carb.
Ammonia just received, in jars; also, just received,
iwenty-five barrels very superior Alcohol. warranted
per cent., in the best of packages, and for sale by
JOHN C. BAKER & CO.,
Oc21-ly
No. 718 Market street.

Oc21-1y

No. 718 Market street.

Market street.

No. 718 Market street.

No. 7

caries, northeast corner Arch and Tenth streets, Philadelphia.

NEW STRENGTHENING AND REVULSIVE PLASTERS, with the pliancy of slik, the strength and softness of kid. For affections of the Chest, pains, weakness, &c., &c. They are cleanly and odorless, comfortable and effective. Sold by HUBBELL, Apothecary, 1410 Chestnut street.

DRUGGISTS' SUNDRIES.—Graduates — Mortang, Phil Tiles, Combs, Erushes, Mirrors, Tweezers, Puff Bozes, Horn Ecoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vill Cases, Glass and Metal Syringes, &c., all at "Frat Hands" picks.

SNOWDEN & BROTHER.

Aps-tq South Eighth street,

ROBERT SHOEMAKER & CO. N. E. COKNER
FOURTH AND RACE STREETS, Wholesale
Druggista, Manufacturers and Dealers in Window
Glass, White Lead, and Palma of every description,
offer to the trade, or consumers, a complete stock of
goods in their line, at the lowest market rates.

ROBERT SHOEMAKER & CO.,
Northeest corner Fourth and Face streets.

Northeest corner Fourth and Face streets.

M AGN ESIA—Jenning's Calcined, in 10th round time and boxes, also in bottles. Jenning's Calconate of Magnesia, in 2 or, and 4 oz. papers. Heavy Calcined disgnests lynding and for sale by CHARLES ELLIS, SON & CO., Druggists, Market and Seventh streets, Philacelphia, Selfour Company of the Control of the Cont Pad 72 Market street.

PRUGS.—A LARGE AND GENERAL STOCK OF Drugs, Chemicals and Pharmaceutical Proparations, for sale by WILLIAM FLLIS & CO., Druggists, Nos. 724 and 725 Market street.

BAY RUM.—Just received, an invoice of Genuine Imported Bay Rum, for sale by the gallon, by ROBERT SHOEMAKER & CO., Druggist, N. E. corner Fourth and Race streets. ner Fourth and Race streets.

THE NEW "PILE PIPE."—A SIMPLE CLEANLY

and portable contrivence for the application of und quents to the internal surface of the rectum. Sold by HUBBELL Apothecary, 141 Chestaut street. MARSHAL'S SALE.

District Court of the United States in and for the Eastern District of Pennsylvania, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, at Powell, Esigers & Co. sstore, No 127 North I RU Tstreet, at 11 o'clock, A. M. on THURSDAY, the 28th day of December, 1855. SINTY-FOUR BAR-REIS, containing Manufactured Tobacco and Cut Smoking Tobacco of domestic manufacture, of the weight together of five thousand pounds.

MARSHAL'S SALE.—By virtue of a writ of sale by the Bon. John Cadwalade, Judge of the District Court of the United States in and for tho Eastern District of Pennsylvania, to me directed, will be sold at Public Sale, to the highest and best older, for cash, on the premi-es, at the junction of the Germantown Railroad and Nicetown inne, on "THURSDAY, the 28th day of December, 1885, at 2 o'clock P. M., 200,000 bricks, 1 frame tool-house 1 frame-building, 1 water tank. 1 chain pump, 1 brick and stone chimney, 7,000 green bricks, 2 steam boilers, 2 clay trucks, 1 frombound logsbead. Swheelbarrows, 1 barrel cond tan, 2 tons coal, lot of iron chains, 6 hoes, rakes and spades, 42 raft poles, 40 from kiln frames, 28 hemlock justs. lot of 3-luch plank. 73s feet; 65 hemlock joist, 155 shed posts, 57 shed pests, 25.50 feet 3 inch common hemlock boards 1 kiln built of brick, 1 kiln built of stone, 1 tu-horse power steam engine, 1 Chambers's patent steam brick machine, 1 large coal screen.

U. S. Marshal Eastern Dist. of Penna.

[Philadelphia, 200 Twinks Manufactured Dale ROPE AND TWINE Manufactured

Dalle ROPE AND TWINE Manufactured

Dalle ROPE AND TWINE Manufactured

BALE ROPE AND TWINE MANUFACTURED and for Sale by

de hy
FITLER, WEAVER & CO.,
22 North Water street, and
22 North Helaware aven COPPER AND YEI LOW METAL SHEATHING Brazier's copper, Nails, Bolts and Ingot Copper, Cristarity on band and or sale by HENKY WINSON & Co., 32 Fonth Whatres.