Almost every verse Shelley ever pencilled has now become the property of the public, and any reader may say in his own words?
"I am as a spirit who has dwelt!
Within his heart of hearts, and I have felt His feelings, and have thought his thoughts, and

The inmost converse of his soul." The inmost converse of his soul."

Brief and slight as the following fragment is, it is highly interesting, as affording an insight into Shelley's peculiar idiosyncracy. There are thousands to whom hardly any unpublished production of Shelley's could be unacceptable, and the gratification of a liberal and affectionate curiosity might exense the publication even of a more imperfect polar.

> Hush! hark! the Triton calls From his hollow shell, And the sea is as smooth as a well: For the winds and the waves In wild order form,
> To rush to the halls
> And the crystal-roofed caves Of the deep, deep ocean, To hold consultation

About the next storm. The moon sits on the sky Like a swan sleeping On the stilly lake: No wild breath to break Her smooth mossy light And ruffle it into beams :

The downy clouds droop Like moss upon a tree, And in the earth's bosom grope Dim vapors and streams. The darkness is weeping, O, most silently! Without audible sigb-All is noiseless and bright.

Still, tis living silence here, Such as fills not with fear. Ab, do you not hear A humming and purring All about and about? Tis from souls let out, From their day-prisons freed, And joying in release, For no slumber they need.

King Neptune now craves Of his tarbulent vassals Their workings to quelt; And the billows are quiet, Though thinking on riot. On the left and the right In ranks they are coiled up, Like snakes on the plain; And each one has rolled up A bright flashing streak
Of the white moonlight On his glassy green neck; On every one's forchead There glitters a star,
With a bairy train
Of light floating from afar, And pale or flery red. Now old Æolus goes To each muttering blast Scattering blows; And some he binds fast In hollow rocks vast, And others he gags With thick heavy foam.

Those that he bound, Their prison-walls grasp, And through the dark gloom And through the dark glotin
Scream flerce and yell:
While all the rest gasp,
IL rage fruitless and valu.
Their shepherd now leaves them
To howl and to roar—
Of his presence bereaves them,
To feed some young breeze To feed some young breeze On the violet odor, And to teach it on shore To rock the green trees.

But no more can be said Of what was transacted. And what was enacted In the heaving abodes Of the great sea gods.

APPLETON'S JOURNAL

It is seldom that a new weekly has the luck to start with the éclat accorded by a contribution from the most eloquent writer of the age. Such must be the epithet, after all princeps. drawbacks, accorded to Victor Hugo; and such is the fortune of Appleton & Co.'s journal, the clear and handsome face of which is now added to those which demand the weekly suffrage of the reviewer. The success of a paper so neat, so well edited, and so nutritious as Appleton's Journal will be assured without any further assistance from the press than the bare notice of its debut. We shall be most to the purpose in simply letting the new piece speak for itself, through the mouth of its chief dramatis persona. Here is the way in which Victor Hugo introduces the of the Appletons could wish it. The piccynic philosopher Ursus: AN ENGLISH DIOGENES AND HIS DOG; THE MAN

URBUS AND THE WOLF HOMO. His grand business was to hate the human race. He was implacable in this hate. Having come to a definite conclusion that human life is a hideous affair, having remarked the super imposition of plagues—kings upon peoples, war upon kings, pestilence upon war, famine upon pestilence, stupidity upon everything-having recognized a certain amount of chastisement in the mere fact of existence, having established that death is a deliverance, when they brought to him a sick man, he cured him. He had cordials and beverages for prolonging the life of old persons. He set up on their feet cripples squatting in a wooden bowl, and threw at them this sarcasm: "There you are, on your pins; may you walk for many a day, through the valley of tears!" When he saw a poor fellow dying of hunger, he gave him all the farthings he had about him, while growling out: "Live, miserable wretch! eat! last a long time yet! I am not the man to abridge your term in the convict prison!" After this, he rubbed his hands, and said: "I do men all

the harm I can."

Passers-by, looking through the hole in the back window, could read on the roof of the crib this sign, written inside, but visible from without, and charcoaled in large letters: "Ursus, Philosopher." \* \* \* \* Homo was not the first wolf that came to

hand. From his appetite for medlars and apples, one would have taken him for a prairie wolf; from the deep color of his hair, one would have taken him for a lycaon; and from his howling toned down to a bark, one would have taken him for a Chilian dog; but the pupil of this animal's iris has not yet been so accurately observed as to make it certain that he is not a fox, and Homo was a thorough wolf. His length was five feet, which is extreme length for a wolf, even in Lithuania. He was very powerful; he squinted, which was not his fault; he had a soft tongue, with which he sometimes licked Ursus; he had a stiff tuft of short black hair upon his backbone, and he was lean as any beast of the forest. Before making acquaintance with Ursus, and having a cart to drag, he did easily his forty leagues in a night. Ursus, falling in with him in a thicket, near a stream of running water, had taken a fancy to him on seeing him fish for crawfish knowingly and prudently, and had welcomed in him an honest and genuine Koupava wolf, of the

same kind as the crab-eating dog.
Ursus preferred Homo, as a beast of burden, to an ass. To make an ass draw his crib would have been repulsive to him: he set too high a value upon the ass for that. Besides, he had remarked that the ass, a fourfooted thinker, little understood of men, has sometimes an unquiet pricking up of the ears, when philosophers say foolish things. In life, between our thoughts and ourselves,

UNPUBLISHED POEM BY PERCY an ass is a third party; this is annoying. As BYSSHE SHELLEX. a friend, Ursus preferred Homo to a dog, believing that the wolf's approach to friendliness

is from a greater distance.

This is why Homo sufficed to Ursus. Homo was for Ursus more than a companion; he was an analogue. Ursus tapped him on his lean flanks with the remark: "I have found my second volume."

He said furthermore: "When I am dead, whoever desires to know me, will only have to study Homo. I shall leave him after me

as my exact copy."

The English law, by no means tender toward the beasts of the forest, might have taken offence at this wolf, and have found fault with him for his impudence in going familiarly into towns; but Homo took advantage of the immunity accorded by a statute of Edward IV., touching "domestics:" "Every demestic following his master shall be allowed to come and go freely." A certain relaxing as regards wolves had also resulted from a fashion among court-ladies, under the later Stuarts, that of having little Tartar force called Adives no higger than cats. foxes called Adives, no bigger than cats, which they had brought for them from Asia at heavy expense.

Ursus had communicated to Homo a portion of his talents, the standing upright, the tempering his rage into ill-humor, the grumbling in place of howling, etc.; and, on his part, the wolf had taught the man what he knew, the despensing with a home, the dis-pensing with bread, the dispensing with fire, the preference of hunger in a wood to sla-

The crib, a sort of cabin-carriage that followed the most varied itinerary, without however going out of England and Scotland, had four wheels, plus shafts for the wolf, and a swing-bar for the man. This swing-bar was a provision against bad roads. The carriage was solid, though constructed of light planks. It had, in front, a glass door, with a little balcony used for harangues—a tribune modified from a pulpit—and, in the rear, a full door pierced with a window. The lowering of stepr—there were three of them—turning on a hinge and arranged behind the windowed door, gave entrance into the crib, well secured at night with bolts and locks. It had been much rained upon and snowed upon. It had been painted; but it were hard to say of what color, the changes of the seasons being for tilted carts what changes in a reign are for courtiers. In front, outside, upon a sort of deal-board frontispiece, one might formerly have deciphered this inscription in black letters upon a white ground, that had

become by degrees confounded and mixed:
"Gold loses annually by friction one fourteen hundredth of its bulk; this is what is called the wear and tear; thence it follows that, out of fourteen hundred millions of gold circulating throughout all the world, every year one million is lost. This million of gold goes off in dust, flies away, floats, is an atom, becomes breathable, loads, doses, burdens, and impairs the conscience, and amalgamates itself with the soul of the rich, which it renders proud, and with the soul of the poor. which it renders savage."

This inscription, effaced and erased by rain and by the goodness of Providence, was fortunately illegible; for it is probable that, being at once enigmatical and transparent, this philosophy of gold inhaled would not have suited the taste of sheriffa, provosts, and other wig-bearers of the law. English legis-lation at that time did not stand upon trifles. It was easy to be a feion. The magistrates showed themselves traditionally ferocious, and cruelty was the order of the day. Inquisitorial judges were multiplied. Jeffreys had left offspring.

As may be perceived from the above extract, the novel commences in M. Hugo's most opinionated way, with short phrases, antitheses, epigrams and his other petty vices; at the same time, no one can deny how striking and masterful it all is, and how instinctively the practised artist asserts himself in it, facile

ingly promising; it is very neat, handsome, compact and legible. It has succeeded, among all our snowstorm of Weeklies, in coming forward with distinction and effect. The niche it carves out for itself will be that of a kind of intercessor between the weekly reviews and the common weekly pictorials; between the Nation and Round Table and Harpers' and Pettingill's hebdominal publications. It looks as if it seriously meant to deserve all the success which the best friends tures, so far, are rather creditable, though Hogan's large Cartoon is no embellishment. -Turner Bros. have the new journal.

## (Translated for the Philadelphia Evening Bulletin.)

## BY BARON BRISSE.

FRIED CLAMS are certainly as pretty as they are inexpensive. They always do honor to the cook who succeeds well with them.

Fried Clams.—Melt a lump of butter in a saucepan; stir in a little flour; add a little raw ham, hashed; some slices of onions; two or three chopped mushrooms; pot-herbs, and a head of cloves; moisten with broth and put over the fire; let it stew half away; pass through the colander, warm it over, thicken with the yolks of two eggs, withdraw it from the fire, and keep this sauce, which should be pretty thick, hot.

Take the clams from their shells and dip them one by one in the warm sauce; put them to cool separately; fry them carefully, one by one also, until they are nicely browned; pile them up on a dish and serve.

A garnish of fried parsley is the best ornament for this dish of clams, which I can re-commend to my readers.—Petit Journal.

commend to my readers.—I ett Jour Rat.						
Philadelphia Bank Statement.						
The following is the weekly statement of the Phili-						
selphia Banks, made up on Monday afternoon, which						
oresents the following aggregates:						
Capital Stock						
oans and Discounts						
Specie						
Due from other Banks 4,763 633						
One to other Banks 6,538,119						
Deposits						
Circulation. 10,478,424						
U. S. Legal Tender and Demand Notes 13,021,811						
Clearings						
Balance						
The following statement shows the condition of the						
Banks of Philadelphia, at various times during the last						
lew months:						
1808. Loans. Specie, Circulatio. Deposits						
Jan. 652,002,804 235,919 10,639,003 36,621,27						
Feb. 852,604,919 248,673 10,638,927 37.922,28						
Mar. 252,459,759 211,865 10,630,484 35,798,31						
April 6 52,209,234 215,885 10,642,670 31,278,11						
May 453,338,740 814,366 10,631,044 85,109,93						
June 1 58,662,449 239,371 10,626,937 30,574,45						
Tel- a wo awa 401 000 000 10 00% 408 00 000 00						

1808	j.,	Loans.	ppecie.	Circulano.	Trohogram	
Jan.	652,	002,804	236,912	10,639,008	36,621,274	
Feb.	852,	604.919	248,673	10,638,927	37.922,287	
Mar.	252,4	159.759	211.365	10,630,484	35,798,314	
April	652,2		215,885	10,642,670	31,278,119	
May	453,		814,366	10,631,044	35,109,937	
June	158,		239,371	10,626,937	36,574,457	
July	653		233,996	10,625,426	38,528,200	
Aug	854.8		187,281	10,623,646	40,425,671	
	755,		222,900	10.622,316	38,075,607	
Sept.			195.680	10,609,830	36,887,508	
	554,					
Nov.	2 54,		222,901	10,612,512	34,577,805	
Dec.	752,	184,481	243,406	10,600,067	32,938,744	
1869.						
Jan.	4 51,7	16,999	852,483	10,593,719	81,982,869	
Feb.	152	632,818	802,782	10.593.851	33.052.551	
Mar.	159,	251.851	259,933	10,458,546	81,085,591	
	852,	233.000	297.887	10,459,953	81.928.945	
44	1551,		277.617	10,459,081	81,209,034	
	2,		225,C97	10,461,406	80.487.887	
	2950.		210.644	10.472.420		
1773.						
				atement of		
ness	of the Lu	rinterburi	Cientif	House fo	r tne past	
week	, furnishe	ea by G. I	s, Arnoic	l, Esq., Mar	ager:	
	•		Clearin	1.28	Balances.	

612,249 89 418,087 57 885,984 89 430,684 56 Mar. 22..... 002,598 88 852,254 58 932,786,135 21

SHIPPERS' GUIDE.

For Boston---Steamship Line Direct SAILING FROM EACH PORT EVERY PIVE DAYS, FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON.

This line is composed of the first class Steamships, and Captain O. Baker.

Beamships, and Captain O. Baker.

SAXON, 1,283 tons, Captain O. Baker.

SAXON, 1,283 tons, Captain O. Baker.

SAXON, 1,283 tons, Captain O. Baker.

NORMAN from Boston, Saturday, April, 3d, at 3 P.M.

The BAXON, from Boston, Baturday, April, 3d, at 3 P.M.

These beamships sail punctuality, and Freight will be received every day, a Steamer being always on the berth. Freight taker for all points in New England and forwarded as directed. Insurance 3/ per cent, at the office. For Freight or Passage supperfor accommodations) Henry treight are to Passage supperfor accommodations. April and the Saxon Market Steamships of the Saxon Delaware avenue.

PHILADELPHIA. RICHMUND AND NOR.

FOLK STEAMSHIP LINE.

THROUGH FREIGHT AIR LINE TO THE

BUTH AND WEST.

At Noon, from First WHARF above MARKET street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air-line Raifroad, connecting at Portsmouth, and to Lynch-bura. Va., Tennessee and the West via Virginia and Tennessee Air-line and Richmond and Dawville Raifroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OIHER LINE.

The resularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

Ro charge for commission, drayage, or any expense for transfer.

Bitemships insure at lowest rates.

Freight received Dally.

WM P. CLYDE & CO.

Steamships insure at lowest rates.
Freight received DAILY. Freight received DAILY.

WM. P. CLYDE & CO.,
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.

T. P. GEOWELL & CO., Agents at Noriolk.

PHILADELPHIA AND SOUTHERN MAIL

STEAMBHIP COMPANY'S REGISLAB

LINES,

PRUM QUEEN STREET WHARF.

The JUNIATA will sail for NEW ORLEANS, via HAVANA— April— at 8 °Clock A. M.

The YAZOU will sail from NEW ORLEANS, via
HAVANA— April— at 8 °Clock A. M.

The WYOMING will sail for SAVANNAH on Saturdsy April 28 °Clock A. M.

The TUNAWANDA will sail for SAVANNAH on Saturdsy April 28 °Clock A. M.

The TUNAWANDA will sail for WILMINGTON, N. G., on
Saturdsy, April 28 °Clock A. M.

Through bits of lading signed, and passage tickets sold
to all points Bouth and West.

BILLS OF LADING BIGNED at QUEEN ST. WHARF.

For freight or passage, apply to

WILLIAM I. JAMES, General Agent,

HAVANA STEAMERS.

HAVANA STEAMERS.

SAILING EVERY 21 DAYS.

Vana every third Wednesday, at 8 o'clock A. M.

The steamship STARS AND STRIPES, Captain Holmes, will sail for Havana on Tuesday morning. March 16, at 8 o'clock.

Passage, \$40 currency.

Passages must be provided with passports.

No freight received after Monday.

Reduced rates of freight.

Reduced rates of freight.
THOMAS WATTSON & SONS.
140 North Delaware avenue.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via the characteristic content of the speake and Delaware canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Soothwest. othwest. Steamers leave regularly from the first wharf above truet street, every Saturday at noon.

Market street, every Saturday at noon.
Freight received daily.
WM. P. CLYDE & CO.,
14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & CO., Agents at Alexandria, Virginia.

N. FLDRIDGE & CU., Agents at Alexandria, Virginia.

NOTICE—FOR NEW YORK.

Via Delaware and Raritan Canal.

EXPRESS STLAMBOAT COMPANY.

The CHEAPEST and QUICKEST water communication between Philadelphia and New York.

Steamers leave daily from first wharf below Market street. Philadelphia, and foot of Wall street, New York.

Goods forwarded by all the lines running out of New York—North. East and West—free of Commission.

Freight received on and after 8th inst, and forwarded on accommodating terms.

WM. P. CLYDE & CO., Agents, 12 Bonth Delaware avenue, Philadelphia.

JAS. HAND. Agent, 119 Wall street, New York.

NOTICE—FOR NEW YORK.

NOTICE—FOR NEW YORK.

DELAWARE AND RARITAN CANAL.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES.

The business of these lines will be resumed on and after the 13th of March. For freight, which will be taken on accommodating terms, apply to

M. M. BAIRD & CO.,

No. 122 South Wharves.

FOR FREIGHT OR CHARTER-THE A 1
Three-masted Bebooner MARIUN. 266 tons register. About 4,000 Barrels capacity.

Apply to WORKMAN & CO...
(elb-tit 123 Walnut street.) FOR FBEIGHT OR CHARTER, BRIG ABBIE C. Titcombe, 376 tons register. Apply to WORK-MAN & CO., Agenta, 125 Walnut street. fe24 DELAWARE AND CHESAPEAKE, Steam Tow Boat Company.— Barces towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City and intermediate points WM. P. CLYDE & CO., Agents; Capt. JOHN LAUGHLIN, Sup't Office, 14 South Wharves, Philadelphia.

NOTICE—FOR NEW YORK VIA
Delaware and Raritan Canal—Swiftsure
Transportation Company—Despatch and
Swiftsure Inne.—The business by these Lines will be resumed on and after the 5th of March.—For Freight,
which wil be taken on accommodating terms, apply to
WM. M. BAIRD & CO., 132 South Wharves.

CONSIGNEE'S NOTICES. CONSTIGNED OF GOODS, PER N. G. BRIG ALMA. Kruger, Master, from Leghorn, will please send their permits on board or to the office of the undersigned. General order will be issued on Tuesday, the 3th inst., when all goods not permitted will be sent to the Public Stores. Vessel will discharge at Walnut Street Wharf, on the Schuylkill. WORK-MAN & CO., 123 Walput street, Consignees.

CAUTION. NOTICE —ALL PEBSONS ARE HEREBY FORBID harboring or trusting any of the crow of the N. G. Brig Alma, Kruger, Master, from Leghorn, as no debt of their contracting will be paid by Captain or WORK. MAN & CO., Consignees.

TRAVELERS' GUIDE. CAMDEN AND ATLANTIC RA
BOAD.

WINTER ARRANGEMENT.

On and after MONDAY, October 26, 1868, trains will leave Vine Street Wharf as follows, viz.: 7.20 A. M. Atlantic Accommodation. 245 P. M. Junction Accommodation, to Acco and Intermediate Stations. 6.00 P. M. Alto Accommodation leaves Vine St. Wharf. 10,15 A. M. 

HADDONFIELD ACCOMMODATION TRAIN WILL
Vine Street Ferry at 10.15 A. M. and 2.00 P. M.
Haddonfield at 1.00 P. M. and 3.15 P. M.
Jesott D. H. MUNDY Agent

Jersey Central Rainoad to New York via Lenigh Valley Railroad.
At 10 45 A. M.—Accommodation for Fort Washington stopping at intermediate Stations.
At 1.45 P. M.—Lehigh Vallet Express for Bathlehem, Allentown. Mauch Chunk, White Havon. Wilkesbarre, Pitteton, Seranton, and Wyoming Coal Regions.
At 2.46 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 5.0 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 5.0 P. M.—Through accommodation for Bethlehem, and stations on main line of North Pennsylvania Railfroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.
At 6.30 P. M.—Accommodation for Lensdale, stopping all intermediate stations.
At 11.50 P. M.—Accommodations for Fort Washington TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9.10 A. M., 2.10, 5.25 and 8.39 P. M.
9.10 P. M., 6.25 P. M. and 8.50 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkeebarre, Mahanoy City and Hazleton.
Pasa engers leaving Wilkesbarre at 10.18 A. M., 1.45 P. M., 200 P. M Railroad
At 10 45 A. M.—Accommodation for Fort Washington

THAVELERS' GUIDE.

WEST JERSEY RAILROADS.

PALL AND WINTER ARRANGEMENT. From Foot of Market St. (Upper Ferry). Commencing Wednesday, Sept. 16,1868.

Trains leave as follows:
For Cape May and stations below Mulville 815 P. M.
For Milville, Vincland and intermediate stations 8.15
L. M., 816 P.M.
For Bridgaton, Relow and dgeton, Salem and way stations 8.15 A. M. and FOF Dringston Dates and was stated of P. M.
For Woodbury at 8.15 A. M., 8.15, 8.30 and 6. P. M.
Freight train leaves Camden daily at 12 o'clock, moon.
Freight received at second covered wharf below Walnutstreet, daily.
Freight Delivered No. 228 S. Delaware Avenue.
WILLIAM J. SEWELL.

unf street, daily.

Freight Delivered No. 228 S. Delaware Avenue.

Buperintendent

PHILADELPHIA. GERMAN.

ROAD TIME TABUK.—On after

Wednesday, March 24, 1869, and until further notice:

FOR GERMAN.

Leave Philadelphia—4, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3 L5, 24, 45, 56, 63, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown—4, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 2, 4, 445, 5, 6, 84, 7, 8, 9, 10, 11, 12 P. M.

The 8.20 down train, and the 3% and 5% up trains, will not stop on the Germantown Franch.

ON SUNDAYS.

Leave Philadelphia—4, 5 minutes A. S.; 2, 7 and 10% P. M.

Leave Philadelphia—4, 8, 10, 12 A. M.; 1, 6 and 9% P. M.

CHESTNUT HILL RAILENAD.

Leave Philadelphia—4, 8, 10, 12 A. M.; 2, 86, 5%, 7, 2 and 11 P. M.

Leave Philadelphia—4, 8, 10, 12 A. M.; 2, 86, 5%, 7, 2 and 11 P. M.

Leave Philadelphia—4, 50 minutes A. M.; 12 and 7 P. M.

Leave Philadelphia—4, 15 minutes A. M.; 12 and 7 P. M.

Leave Philadelphia—4, 15 minutes A. M.; 12 and 7 P. M.

Leave Philadelphia—4, 15, 2, 1, 10, 6, A. M.; 12, 2, 44, 5%, 6, 15, 805 and 11 % P. M.

Leave Philadelphia—6, 7, 7, 50, 9, 11 A. M.; 13, 8, 4%, 6, 15 and 3% P. M.

ON SUNDAYS.

Leave Philadelphia—6, M.; 3, 10, 10, A. M.; 13, 8, 4%, 6, 15 and 3% P. M.

ON SUNDAYS.

Leave Philadelphia—6, M.; 3, 10, 10, A. M.; 11, 8, 8, 4%, 6, 15 and 3% P. M.

ON SUNDAYS.

and 8½ P. M. ON SUNDAYS.
Leave Philadelphia—9 A. M.; 3½ and 7.15 P. M.
Leave Philadelphia—9 A. M.; 5½ and 7.15 P. M.
Leave Philadelphia—6, 7½, 9, 110 A. M.; 1½, 2, 4½, 5½,
6.16, 8.05 and 11½ P. M.
Leave Philadelphia—7, 7½, 9, 110 A. M.; 1½, 2, 4½, 5½,
6.16, 8.05 and 11½ P. M.
Leave Manayunk—610, 7½, 6.20, 9½, 11½ A. M.; 2, 3½, 5,
6½ and 9 P. M.
ON SUNDAYA

6% and 9 P. M. ON SUNDAYS.

Leave Philaderphia—9 A. M.; 2% and 7, 18 P. M.
Leave Manayunk—7% A. M.; 6 and 9% P. M.
W. S. WILSON, General Superintendent,
Depot, Ninth and Green streets.

WEST CHESTER AND PHILA
DELPHIA RAILEGAD. VIA ME
DIA WINTER ARRANGEMENTE
DIA WINTER ARRANGEMENTE
DIA WINTER ARRANGEMENTE
Leave Depot, Thirty first and Chestunt streets, as follows:
Trains leave Fhiladelphia for West Chester, at 7.45 A.
M., 123, 415, 456, 615 and II.30 P. M.
Leave West Chester for Philadelphia, from Depot on E.
Market street, 6,25, 7.45, 8.00 and 10.45 A. M., 1.55, 450 and
6,56 P. M.
Trains leaving West Chester at 8.00 A. 6.56 P. M. caving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and going West twill take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction.

Jmection.

Trains leaving Philadelphia at 7.45 A. M. and 4.50 P. M., and leaving West Chester at 8.00 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on P. and B. C. R. tor Oxford and intermediate points.

ON SUNDAYS—Leave Philadelphia at 8.59 A. M. and 201P.M.
201P.M.
Leave West Chester 7.55 A. M. and 4.00 P. M.
Leave West Chester 7.55 A. M. and 4.00 P. M.
Leave West Chester 7.55 A. M. and 4.00 P. M.
The Depot is reached directly by the Chestnut and Walnut Street cars. Those of the Market Street Line run within one square. The cars of both lines connect with each train upon its arrival.

SEP Passengers are allowed to take wearing appare only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding Signunless special contract is made for the same. HRNRY WOOD,
General Superintendent.

Contract is made for the same.

General Superintendent.

General Superintendent.

PHILADELPHIA AND ERIE
RAILROAD;— FALL TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrishurg, Williamsport, to the Northwest and the Great Oil Region of Pennsylvania.—Elegan Sleeping Cars on all Night Trains.
On and after MONDAY, Nov. 23d, 1868, the Trains on
the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia. 10.45 P. M.

"" "Williamsport. 9.50 P. M.

Erie Express leaves Philadelphia. 11.56 A. M.

"" " arrives at Erie. 10.00 A. M.

Elmirs Mall leaves Philadelphia. 8.00 A. M.

"Williamsport. 6.30 P. M.

Elmirs Mall leaves Philadelphia. 8.00 A. M.

"Williamsport. 6.30 P. M.

ELASTWARD. 10.55 A. M.

Mail Train leaves Erie. 10.65 A. M.

Williamsport. 10.55 A. M.

Williamsport. 10.55 A. M.

PHILADEL PHIA & HALVIMORE
CENTRAL RAILROAD. — Winter
Arrangements. On and after Monday.
Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestents streets (West Philadel,
at 7.45 A. M. and 459 P. M.
Leave Rieing Sun, at 4.45 A. M., and Oxford at 4.30 A.
M. and leave Oxford at 3.35 P. M.
A Market Train with Passenger Car attached will run
on Tuesdays and Fridays, leaving the Rising Sun at 1.105
A. M., Oxford at 1.45 M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednezdays and Saturdays train leaves

necting at West Chester Junction with a train for Philadelphia. On Wesheldays and Saturdays train leaves
Philadelphia at 2:30 P. M., runs through to Oxford.
The Train leaving Philadelphia at 7.45 A.M. connects at
Oxford with a daily line of Stages for Peach Bottom, in
Lancaster country tecturing, leaves Peach Bottom to
connect at Oxford with the Afternoon Train for Philadelphia.
The Train leaving Philadelphia at 4.50 P. M. runs to
Rising Sun, Md.
Passengers allowed to take wearing apparel only, as
Baggage, and the Company will not in any case, be responsible for an amount exceeding one hundred dollars,
males a special contract be made for the same,
mills

miles a special contract be made for the same.

miles a special contract be made for the same.

miles a special contract be made for the same.

miles a special contract be made for the same.

FOR NEW YORK.—THE GAMDER

AND AMBOY and PHILADELPHIA

AND TRENTON RAILROAD COM.

PANY'S LINES, from Philadelphia to New York, and
way places, from Walnut street wharf.

At 60 A. M., via Gamden and Amboy, Accom. 82 28

At 8A M., via Camden and Jersey city Express Mail, 3 00

At 200 P. M., via Camden and Amboy Express.

At 6P. M. for Amboy and intermediate stations.

At 6P. M. for Freehold.

At 80 and 10 A. M., 12, 220, 420, 6 and 11.30 P. M. for

Bordentown, Britington, Beverity and Delanco.

At 60 and 10 A. M., 12, 220, 420, 6 and 11.30 P. M. for

For the servet of the

Fullytown.
7.30 and 10.15 A. M., 2.80 and 5 P. M. for Schencks and

Tullytown.
At 7.30 and 10.15 A. M., 2.30 and 5 P. M. for Schemeks and Eddington.
At 7.30 and 10.15 A. M., 2.30.4.5. and 6 P. M., for Cornwells, Tort cedale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 6 P. M. for Holmesburg and intermediate Stations.
Frow West Philadelphia Depot, via Connecting Rallway At 9.45 A. M., 1.24, 4.620 and 12 P. M. New York Express Line, via Jersey City.

At 1.30 P. M. Emigrant Line.
At 9.45 A. M., 1.20, 4.630 and 12 P. M., for Bristol.
At 9.45 A. M., 1.20, 4.630 and 12 P. M., for Bristol.
At 13 P. M. (Night) for Morrisyille, Tullytown, Schencks, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.
The R.45 A.M. and 6.30 & 12 P. M. Lines run daily. All others, Sundays excepted.
For Lines leaving Kengington Depot, take the cars on Third or Frifft streets, at Chestmut, at thaif an hour before departure. The Cars of Market Breet Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars vill run to connect with the 9.45 A. M. and 6.30 and 12 P. M., 100 and 13 P. M., 100 and 14 P. M., 100 and 15 P. M., 10 will run to connect with the F.45 A. M and d.S. and 12 PM. Under BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

Ar 7.50 A. M., for Ningara Falls, Buffalo, Dunkirk. Elmira, Ithacs, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkosbarre, Scrauton, bitundeburg, Water Gap, Schooley's Mountain, &c. At 7.38 A. M. and 3.58 P. M. for Belvidera, Ecation, Lanbertville, Flemington, &c. The 3.50 P. M., Lime conjusted direct with the train leaving Easton for Mauch (Churk, Allentown, Bethleben, &c. A.5 P. M., Line conjusted direct with the train leaving Easton for Mauch (Churk, Allentown, Bethleben, &c. A. M.) Experiment of the Churk, Allentown Bethleben, &c. C. A. M. Lean and Burkingfon Co., AND PEMBERTON AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market Street Ferry (Upper Bide).

At 7 and 10 A. M., 1-39, 8.30 and 5.39 P. M. for Merchantsville, Mooretown, Hartford, Masonville, Hainsport, Mount and Femberton.

At 7. A. M., 1-30 and 8.30 P. M. for Lewistown, Wrightstown, Cochstown, New Egypt, Hornerstown, Gream Ridge, Imingstown, Sharon and Hightstown,

Fifty Founds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as bug-sage but their weating apparel. All baggage over fifty sounds to be paid for extra. The Company limit their resonability for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets sold and Baggage checked direct through to Boston, Worcestor, Springfield, Hartford, New Haven, Providence, Newport, Albary, Troy, Saratoga, Utics, Providence, BELVIDERE DELAWARE RAILROAD LINES

phia.
From Pier No. 1, N. River, at 6.30 A. M. Accommodation and 3 P. M. Express, via Amboy and Camden.
Nov. 23, 1865.
WM. H. GATZMER, Agent.

Nov. 25, 1855. WM. H. GATZERER, Agent.

FAST FREIGHT LINE VIA

NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy
City, Mount Carmel, Centralia, and all points on Lehigh
Valley Railroad and its branches.

By new arrangements, perfected this day, this road is
canabled to give increased despatch to merchandise consipped to the above-named points.

Goods delivered at the Through Freight Depot.

Before 5 P. Mis. Will reach Wilkesbarre, Mount Carmel,
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before II A. M. of the succeeding day.

ELLIS CLARK, Agent.

THAVELERS' GUIDE.

OUIUKEST TIME ON RECORD. THE PAN-HANDLE ROUTE.

M HOURS to CINCINNATI, via PENNSYLVA.

RIA RAILKOAD AND PAN-HANDLE, 7% HOURS loss TIME than by COMPETTING LINES.

PASSENGERS taking the 500 P. M. TRAIN arrive in CINCINNATI next EVENING 6455 P. M., 38 HOURS ONLY ONE NIGHT on the ROUTH.

SOUTH THE WOODRUFF'S colerated Palace States from SLEEPING-CARS run through from PHILADEL PHIA to CINCINNATI. Passengers taking the 120 M. Trains 1680 CINCINNATI and all points WEST and BOUTH ONE TRAIN IN ADVANCE of all other Routes. of all other Routes, or GINGINNATI, INDIANAPOLIS, IT I RESERVED FOR GINGINNATI, INDIANAPOLIS, IT I RESERVED FOR GINGINNATI, INDIANAPOLIS, IT I RESERVED FOR GINGINNATI, INDIANAPOLIS, IT INDIANAPOLIS, PANHANDLE ROUTE.

BY TO SECURE the UNEQUALED advantages of this Link; he VERY FARTICHLAR and ASK FOR TICKETS "VIS PANHANDLE," at TICKETS OFFICES, N. W. CORNER NINTH and GHESTNUT Streets, NO. 116 MARKET STREET, bet., Second and Front Sta. And THIRTY-FIRST and MARKET Streets, West Phila. B. F. SCULL, Gen'l Ticket Agt., Pittburgh.

JOHN H. MILLER, Gen'l East'n Agt., \$26 Broadway, N. Y.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAULROADday, Nov. 22d, 1868. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:
Waymail Train, at 8.30 A. M. (Sundays excepted), for which Delaware Railroad at Wilmington for Crisileld and witter addite stations. Way-mail Train, at 8.00 A. M. (Bundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Balticod at Wilmington for Crisfield and intermediate stations.

Express train at 12.00 M. (Bundays excepted) for Baltimore and Washington, stopping at Wilmington, Perrywille and Hayre-de-Grace. Connects at Wilmington With train for New Castle.

Express Train at 4.00 P. M. (Bundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Blanton, New-ark, Elkton, Northeast, Charlestown, Perrywille, Hayre-de-Grace, Aberdess, Ferryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.50 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Idawood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville and Plavre-de-Grace.

Passengers for Fortress Momroe and Norfelk will take the 12.00 M. Train, stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11.00 A. M., 2.30, 6.00, 7.00 P. M. The 5.00 P. M. train connects with the Delaware Railroad for Härfrington and intermediate stations.

Leave Wilmington 7.00 and 3.10 A. M. and 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. Train villadelphia, The 7.60 P. M. Train from Wilmington num Daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia, The 7.60 P. M. Train from Wilmington num Daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia, Leave Baltimore 7.22 A. M., Way Mail. 9.35 A. M., Express. 2.25 P. M., Express. 7.26 P. M., Stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-east, Elkton, Newark, Stanton, Newport, Wilmington Care and because during the day, Persons parchasing tickets at this office can have lagged checked at their residence by the Union Transfer Company.

at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL

Railroad. Fall Time. Taking
effect Nov. 22d. 1883. The trains of
the Pennsylvania Central Railroad leave the Depot, at
Thirty-first and Market streets, which is reached directly
by the cars of the Market Street Passenger Railway, the
last car connecting with each train leaving Front and
Market streets thirty minutes before its departure. Those
of the Chestnut and Wainnt Street Railway run within
and entage of the Depot.

Sleeping Car Therets can be had on application at the
Thicket Office, Northwest corner of Ninth and Chestnut
streets, and at the Depot.

Agents of the Union Transfer Company will call for and
deliver Baggage at the Depot. Orders left at No. 901 Chestnut streets, No. 116 Market street, will receive attention.

Mail Train.

Mail Train THAINS LEAVE DEPOT, VIZ.:

Mail Train THAINS LEAVE DEPOT, VIZ.:

Mail Train THAINS LEAVE DEPOT, WIZ.:

Mail Train THAINS LEAVE DEPOT, WIZ.:

Mail Train THAINS LEAVE DEPOT, VIZ.:

Mail Train THAINS LEAVE DEPOT, VIZ.:

Mail Train Accommodation At 200 P. M.

Harrisburg Accommodation At 200 P. M.

Parksburg Train At 200 P. M.

Erie Mail and Buffalo Express At 11.60 A.M.

Philadelphia Express

Mail And Buffalo Express

Mail And Buffalo Train rems daily, except
Sunday. For this train tickets must be procured and
baggage delivered by 600 P. M. at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Chreimati Express

Mail And Buffalo Express

Mail Market street.

Mail Train Buffalo Express

Mail Market street.

Mail Arans Arrive AT DEPOT, VIZ.:

Mail Train Mail Arrive AT DEPOT, VIZ.:

Mail Arriburg Accommodation Train rems daily, except
Sunday. For this train tickets must be procured and
baggage delivered by 600 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Mail Arriburg Accommodation Market street.

Mail Arriburg Accommodation Market street.

Mail Arriburg Accommodation Market street.

Mail Market street.

Mail Train Market.

Mail Market street.

Mail Mar

Lancaster Train.

Erie Express.

Bay Express.

Harrisburg Accom.

For further information, apply to
JOHN VANLEER Jn., Ticket Agent, 201 Chestaut street.
FRANCIS FUNK. Agent, 116 Market street.
SAMUEL H. WALLAGE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and timit their responsibility to One Hundred Dollars in value.

All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

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

READING RAILBOAD. READING BAILROAD.

GHEAT TRUNK LINE from Philadelphia to the interior of Pennsylvanis, the Schnytkill. Buskehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Ganadas Winter Arrangement of Passenger Trains. Dec. 14, 1685, leaving the Company's Depot, Thirteenth and Callowing the Callowi

ATTERNOON EXPRESS.—Leaves Philadelphia at 8.20 P. M. for Residing, Pottsville, Harrisburg. &c., connecting with Residing and Columbia Railroad trains for Columbia. Rec. with Residing and Columbia Railroad trains for Columbia. Rec. with Residing and Columbia Railroad trains for Columbia. Rec. with Residing at the property of the Residing at the Potts of the Residency of the Resi

hrough perween Jerrey City and President watcher banks.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 3.05 P. M. Mail trainfor Harrisburg leaves New York at 13 Noon. and 3.05 F, M. Mail trainfor Harrisburg leaves New York et is Noon.

8.CHUYLKHIL VALLEY RAHLROAD, Trains leaves cottaville at 8.45, 11,30 A. M. and 6.40 F. M., returning from farmoun at 8.35 A. M. and 2.15 and 4.35 F. M.

8.CHUYLKHIL AND SUSQUEHANNA RAHLROAD—Trains leave Anburn at 7.35 A. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 F. M., and from Tremont 17.40 A. M. and 5.55 F. M.

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

Excursion Tickets from Philadelphia to Reading and antoracellate Stations, good for day only, are sold by Morning Accommodation. Market Train, Reading and Cottstown Accommodation Trains at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Inter-solate Stations by Reading and Potitsown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office.

rates
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 27 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent. of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent. Readun.
Commutation Ticket, at 28 per cent discount, between any points desired, for families and firms.
Mileage Tickets, good for 2,000 miles, between all points at 252 50 each, for families and firms.
Beason Tickets, for three, six, nine or twelve menths, for holders only, to all points at reduced rates.
Clergyman residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
Excursion Tickets from Philadelphia to principal stakets at half fare.
Excursion Tickets from Philadelphia to principal stakets at half fare.
Excursion Tickets from Philadelphia to principal stakets are to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot.
Freight Trains leave Philadelphia daily at 4.20 A. M.,
Freight Trains leave Philadelphia daily at 4.20 A. M.,
Freight Trains leave Philadelphia daily at 4.20 A. M.,
Broad and Willow streets.

Freight Trains leave Philadelphia daily at 4.20 A. M.,
Freight Trains leave Philadelphia daily at 4.20 A. M.,
Broad and Willow streets.

Freight Trains leave Philadelphia daily at 4.20 A. M.,
Broad and Willow streets.

Freight Trains leave Philadelphia points heyond.

Mails close at the Philadelphia Pero. Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2 18 P. M.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 228 Bouth Fourth street, or at the Depot, Thirteenth and Callowhill streets.

West Philadelphia Properties FOR SALE OR TO RENT. THE BANDAOTE BEOWN-TONE RESIDENCES 4108, 4110 and 4112 SPRUCE Street, and handsome tray stone RESIDENUE, No. 4119 PINE Street

C. J. FELL & BRO., 120 S. Front Street.

C. J. FELL & BRO., 120 S. Front street.

mb25 th s in 1915

CHESTNUT STRHET LOT. FOR SALE.—S. W.

CONTROL OF SALE.—S. W.

Also, New Cottage and Lot, Chestnut Hill, Main street, \$6 000 clear.

mb20 5ts

FOR SALE.—DWELLINGS.

North Broad street, above Thompsin, both w. fone; 10t2 by 160 feet it Brooms, M. J., good or der: pilee, \$25,000.—halt cren.

1511 Poplar treet; lot 25 by 161.

2526 North Broad street; lot 25 by 177.

7,500

1536 Franklin street; lot 17 by 70.

838 North Bixteenth street; lot 16 by 50.

Many others for sale and to rent. Call and get, keys.

J. W. HAVENS, Conveyancer, 859 North Broad street.

FOR SALE—ONE OF THE MOST DESIRABLE.

FOR SALE-ONE OF THE MOST DESIRABLE.
Residences in fordentown, N. J. Price \$15,000.

\$8,000 of the purchase money can remain on mortgage. Apply to or address W. STOKES... mh30 665

GERMANTOWN PROPERTY FOR SALE.

A Good Mansion on Green street, near Johnson; has
11 Booms; Bath and Store Room; Stable and Carriage
House; Spring House, Ice House, Fish Pond, dr.; Fountain. Terms Easy. Apply to

Conveyancers,
mh25-6t

No. 5105 Germantown avenue.

mb25-et

No. 5105 Germantown avenue.

HANDSOME COUNTRY SEAT—22 ACRES—
CHELTEN HILLS"

NEAR OLD YORK STATION, NORTH

FENNSYLVANIA RAILROAD.

All that handsome country ceat at Chelten Hills, near Old York Road Station, on the North Fennsylvania. Railroad, containing 22 acres, beautifully situated on very high ground, commanding extensive views of the surrounding country. The improvements consist of its Stone House, with 12 rooms; a stone tenant-house, 2 piezzas, furnace in cellar, ice house (filled), dairy vanit, a fine stone stable, carriage-house, &c., &c. The lawn is well shaded with evergreen and other trees. There is an orchard of fine pear and apple trees. Kitchen Garden, &c. Also, a besutiful grove containing 3% acres. The situation is very healthy and water excellent and unfailing. The late residence of J. H. Towna, Eq., For further particulars apply to mb29 12t5 113 North Third st., or on the premises.

FOR SALE—A COUNTRY SEAT. 7% ACRES.

FOR SALE—A COUNTRY SEAT. 7% ACRES, on the Delaware—convenient to railroad and steamboat—with House and Stable, furniture, horses, carriages tools, boats, dc.

Healthy situation, fine view, old trees and choice selection of fruit in learning. Terms easy.

Photographs at 234 South Third street. fe20 2mos

Photographs at 234 South Third street. fe20 2mo5

CHESTNUT thill—FOR BALE—RESIDENCE.

Bummit street and County Line road, with stable, ice-house (filled), and grounds planted with fruit and crammental frees, strubs, &c. Also, Walnut street Residence, No. 1206, with large stable, laindry, &c., on Lyndall street, immediately in the rear. Both Froperties in complete order. For further information, apply to the County of t

FOR SALE—A VERY DESIRABLE HOUSE AT Chestnut Hill. Apply to E. BOUDINOT, Mhi7-12t\* 418 Walnut street.

FOR SALE—HOUSE NO. 234 SOUTH TWENTY first steet. Big lot. Inquire on premises. mh23dt\* Inquire on premises. mh23dt\* mb23dt\* modern stone Cottage, with parlor, dining-room, kitchen and five chambers and furnished with every city convenience, situate on the southeast corner of Frice and Hancock, etrects; four minutes walk from the road depot. Large lot, well improved. J. M. Gummist & EONS, 733 Walnut street.

SPRUCE STREET-FOR SALE-THE HAND-some modern Residence, situate No. 1718 Spruce etrect. Lot 21108 to a 20 feet street. J. M. GUM-MEY & SONS, 733 Walnut Street.

FOR SALE A THREE-STORY DWELLING, with two-story back buildings, S. Corner of Street, and Cherry sts. All modern corner of Street, with all modern conveniences and surrounded with ample grounds. One situate on Mill street or Church lane, the other on L. cust avonue (late Armat street) and both within five minutes walk of the Rai Iroad.

Apply to THOS. C. GARRETT, corner Green shad Coulter streets, Germantown, or P. C. & J. B. GAR. RETT, 41 Chestmut street.

FOR SALE—A THREE-STORY DWELLING, with two-story back buildings; S. E. corner of Six excellent location for business; can be altered; one-half can remain on mortgage. Also, aives acro building lot at Engewater, N. J.: excellent location; full view of the river. Apply to COPPUCK & JORDAN, 433 Walnut street.

COUNTRY SEAT—FOR SALE—A HANDsome Modern Stone Mansion, with ten acres of
land, situate on the Lime Kilin turnpike, near
Washington lane, and convenient to Germantown Railroad. Carriage-bouse, spring-house, ice-house (filled),
dc., cc. The mansion is will shaded with full grown
tress, and the garden is abundantly supplied with every
variety of choice fruits and vegetables. J. M. GUMMEY& SONS, 733 Walnut street.

Chestnut Hill.—FOR SALE, An Elegant
Country Sest, late of Samuel Hildeburn, deceased,
with from 5 to 65 acres of land; attuate on the Perkiomen turnpike, within ten minutes walk from the railroad depot. Large Mansion, with wide hall 70 feet in
length; 3 parlors, library, dining room, sitting-room and
kitchen on first floor, and furnished with every city-convenience. Grounds handsomely improved with gravelled
walks and carriage drives—an abundance of large chade
and evergreen trees, choice shrubbery, &c. J. M. GUMMEY & SONS, 733 Walnut street.

GERMANTOWN—FOR SALE—A HANDSOME Modern Residence, with stable and carriage house, green-house, and lot, 100 feet front by 800 feet, deep, stuate corner of Duy's and Thorp's lanes. They minutes walk from the railroad station; has every city convenience and is in perfect order. Nicely shaded and rounded with choice shrubbery. J. M., GUMMEY & SONS, 733 Walnut street.

CREESE & MCCOLLUM, REAL ESTATE AGENTS. Office. Jackson street, opposite Mansion street, Caps Island, N. J. Real Estate bought and sold. Persons destructions of renting cottages during the season will apply or address as above.

address as above.

Respectfully refer to Chas A Rubicam, Henry Bumm, Francis McIlvain, Augustus Metino, John Davis, and W. W. Juvenal.

POR RENT—THE SECOND, THERD AND FOURTH Flore of the new building at the N. W. corner of Eighth and Market streets Apply to BTRAWBRIDGE & CLOTHIER, on the premises.

COUNTRY PLACE TO LET ON NICETOWN Lane, one quarter of a mile, west of Frankford, and five minutes' walk from Passenger Railroad. Apply to J. COOKE LONGSTBETH, 125 S. Seventh street, or to mh30 tu the 3t\*

TO RENT—THE FURNISHED THREE-STORY.

Birlet House, No. 322 South Twenty-first street; for six months or a year. Apply at 127 South Fourth street.

TO RENT—TWO FURNISHED COUNTRY

TO RENT-TWO FURNISHED COUNTRY Hobres, known respectively as "Buder Place" and York Farm," situated on the York road, near Branchtown, with stables, coach-bouses, ice-houses, see-houses, for-houses, for-houses,

TO RENT-A HANDSOMELY FURNISHED House, Locust street, below Sixteenth, Address, mh26 ffr.

TO RENT-A HANDSOME COUNTRY SEAT, TO RENT-A HANDSOME COUNTRY SEAT, FOR THE SUMMER SEASON, with two and a half acres of ground, Thorpes lane, third house from Day's lane, Germantown, with every convenience, gas, the conversion of the country of the

STORE PROPERTIES FOR RENT.—HANDsome Four story Building, No. 713 Chestnut street.
Possession, April, 1869.
Large Four story Building, No. 41 North Taird street.
Store and Basement, No. 521 Minor street.
Handsome store and Dwelling, No. 1924 Walnut street.
J. M. GUMMEY & BONB, 783 Walnut street.

WANTS.

WANTEDATO RENT FOR THE SUMMER SEA-list son—A Furrished Country Place, with stable, &c., situated near a station on Germantown or Chestnut Hill Railroad, Address "M. D.," Box 2845, P. O. mb30-6t\* ROARDING.

THREE HANDSOME COMMUNICATING SECOND floor rooms, with board, and another vacancy at mago 6.\* SUMMER BOARDING.

CUMMER BOARDING.—LARGE COMMUNICATING Booms, on the First and Second Floors, at a country place, high healthy and airy.

Address, stating where to be seen, "T," Box 2159, Philadelphia Post Office. BUSINESS CARDS.

E. S. BOYD.
Window Sbader. Beds, Mattresses, Carpets and Curtains, No. 136 North Ninth street, Philadelphia, always on h-md.
White repaired and varpished.

mhi7-3m

hirthroiture repaired and varpished.

Formure repaired and price, CLEMENT A. GRISGOM,
THEODORK WEIGHT, FRANK L. NEALL.
PETER WRIGHT & SONS,
Importers of earthenware
and
Shipping and Commission Merchants,
No. 115 Walnut street, Philadelphia. OT ON SAIL DUCK OF EVERY WIDTH, FROM
33 inch to 76 inches wide, all numbers. Tent and
Awning Duck, Paper-maker's Folling, Sail Twine, &c.
JOHN W. EVERMAN,
ja26 No. 103 Church street, City Stores PRIVY WELLS OWNERS OF PROPERTY. THE only place to get privy wells cleaned and disinceted, at very low prices. A. PEKSSON, Manufacturer of Poudrette, Goldsmith's Hall, Library street.

REMOVAL DEMOVAL.—THE LONG ESTABLISHED DEPOT Ly for the purchase and sale of second hand door, windows, store fixtures, de., from Seventh street to fixth arrest, above Oxford, where such articles are for sale in rent variety.
Also new doors, sashes, shutters, &c.
NATHAN W. ELLIS.