THE COURTS

YESTERDAY'S PROCEEDINGS.

[Reported for The Press.]

A LESSON FROM THE DOOR—ANOTHER "PARCH" IN THE UNITED STATES COURT.

QUARTER SESSIONS—Judge Ludlow.—The trial of "poison cases" was commenced in this court yesterday morning, and the dirty, miserable, and unhealthy "temple of Justice" was crowded to a most uncomfortable excess. The dock contained a fresh supply from the cells of Moyamensing, and presented a strange yet instructive spectacle of the annals of the degraded devotees of vice in a great city. Young and old, male and female, black and white, were arraigned for grave and minor violations of the law, and on the countenances of all the sad story of intemperance was too plainly depicted. The burning eloquence of Gough may startle us, shudderingly, from the brink of the terrible abyss where all is ruin; but nothing but human oratory, crowned as it has been with the heartfelt guerdon of many a wanderer from virtue's path, rescued from the doom and fortunes of a fiery Gehenna, is poor indeed, when compared with the potency of the living reality, which in wordless appeal pickets the very soul of humanity and teaches men to tremble for the fate of their co-heirs to immortality. In the lecture-room, beneath the brilliant glare of gas-jets, and surrounded by fashionable audiences, we hear graphic details of blighted hopes, crushed hearts, and deserted heartbitterness; but it is only in the court-room, where the demon Evil gathers his victims in ragged array, and awards to each for fidelity to his cause the pittance of the second-hand sell, that the terrible truth reaches the spectator, disencumbered with rhetorical phrase or ornamental flourish. The poor, haggard criminal, leaning over the rail of the dock, oftentimes, even in his plea of guilty, that consigns him to the walls of a prison, utters in a single word a touching life story, serving to point a moral with more wonderful effect than the best efforts of a whole tribe of lecturers.

Andrew G. Curtin, ex-Secretary of the Commonwealth, was in court yesterday, seated at the side of District Attorney Mann. The latter gentleman looks remarkably well, and evinces a determination to expedite the business of the term.

One feature of the proceedings yesterday was the non-attendance of policemen who had been summoned to testify against prisoners whom they had arrested. This neglect on their part puts the court officers to great inconvenience, and cannot be too strongly condemned. We have been requested to call attention to this subject, and do so now because we have witnessed the delay occasioned by those who must have known that it was their business to be in court. As it is now, the testimony is perpetually engaged in endeavors to hunt up these officers, who, after once going before the Grand Jury, seem to imagine that their services are no longer required. Cannot this evil be remedied?

John Davis plead guilty to a charge of stealing a coat. Sentenced to nine months in the county prison.

Joseph Anderson plead guilty to the larceny of a coat. Sentenced to six months in the county prison.

Jacob Fisher plead guilty to the larceny of a shawl. Sentenced to seven months.

Edward Parks was convicted of the larceny of a quantity of wearing apparel. Sentenced to four months.

Agnes Stevens was convicted of robbing Mr. Wm. Kisterbock of wearing apparel. The defendant was employed as a domestic. Sentenced to nine months in the county prison.

Jane Stevenson, convicted of the larceny of clothing, was sentenced to seven months.

George Brown was convicted of the larceny of two coats and other goods, the property of F. Miller. When called up for sentence, he made a long statement to the court, in which he earnestly protested his innocence. The judge listened to him with great attention, and then promised to inquire further into the case.

Peter Snyder, convicted of the larceny of a quantity of beef, was sentenced to six months, where he will be furnished with the article at the public expense.

Peter Brady plead guilty to a charge of assault and battery on Elizabeth Vickers. Sentenced to two months imprisonment, to date from the 11th of October last.

George Buchanan was convicted of a very aggravated assault and battery on William Miller. The judge spoke of the offence in fitting terms, and strongly condemned those young men who, under drunken impulses, commit wanton outrages on unoffending citizens. Sentenced to nine months in the county prison. Buchanan is said to be from Baltimore, and his "Frog Ugly" propensities received a well-deserved check.

Mary E. Brown was convicted of the larceny of wearing apparel, the property of Mary Donnelly. The defendant pawned the goods, and spent the money for liquor. Sentenced to five months.

Thomas Lawrence was convicted of an assault and battery on William Smith. Sentenced to thirty days.

William Armstrong was convicted of an assault and battery on Elizabeth Bell, a denizen of Pine alley. Cause, jealousy. Sentenced to thirty days.

Ann Thomas, black as ebony, was convicted of a savage attack on a colored "sister," named Mary Sherry. Sentenced to four weeks.

John Kelly and James Kelly were acquitted on a charge of malicious mischief. John entered a plea of guilty to a charge of assault and battery. Daniel Dougherty, Esq., represented the defendant. Sentenced to thirty days, to date from the 25th of November.

John H. Misler was acquitted on a charge of the larceny of silk goods, valued at $150.

William A. Isaacs was acquitted on a charge of the larceny of a buffalo robe. He was represented by Geo. C. Collins, Esq.

William Harmer was convicted of the larceny of a case of surgical instruments, and sentenced to six months. There being no other business ready the court adjourned. At the conclusion of the session, Mr. Dougherty missed his silk umbrella, and he left the court under the impression that some petty thief had boarded the lion in his den. Subsequently, however, the article which tradition regards as common property, was found under one of the desks. How many other umbrellas "lost" during this delicious rainy season have returned to their *original* ownership?

SINGULAR JUDICIAL CHARGE—WHAT IS A VERDICT WORTH?

U. S. DISTRICT COURT—Judge Cadwalader. District Attorney Vandyke, at the opening of the court, stated that he was about to call up for trial four bills of indictment against John Cosgrove, second mate of the ship Thomas Jefferson, for cruel treatment to seamen. This same defendant has been convicted in the Quarter Sessions, and on Monday evening was found guilty in the United States Court, despite a favorable charge from Judge Cadwalader. Mr. Vandyke, with a promptitude most commendable, has brought this defendant to trial, and in his address to the jury, condemned in eloquent and forcible terms the outrages perpetrated upon seamen sailing under the American flag. The bills tried yesterday were for inhumanity towards a lad alleged to have been committed upon Goneita, Craig, and others of the crew. The evidence in these cases was published in *The Press* some weeks since when Cosgrove was before United States Commissioner Hazelitt, on a preliminary hearing. Judge Cadwalader took occasion to say that he considered the trial of these cases "an absolute farce. A criminal action should not be brought. The remedy for these sailors, if they have been injured at all, is on the other side of this court, in the admiralty court, where they can sue to recover damages." This view of the case did not seem to be that entertained by the District Attorney, who proceeded to call the witnesses. The defence, which was represented by William M. Bull, Esq., called the officers of the ship to disprove the allegations of the Government, that Cosgrove was actuated by malice.

The court took a recess until three o'clock, at which time Mr. Vandyke summed up the case in a clear and argumentative address, that was listened to with the closest attention. He replied in sarcastic terms to the sneers of Mr. Bull, relative to the "mistaken sympathy" bestowed on oppressed seamen, and appealed from those sneers to the true heart that would refuse to applaud the deeds of a disturbly brute. Mr. V. went over the whole evidence in the case, pointed out the strong points which struck him as conclusive of guilt, and urged the jury to sustain the outraged law of the land. He took exception to the remark that the case was a "farce," and said that this was an implication upon him. The judge did not view the matter in this light.

Mr. Bull arose to reply, but was checked by Judge Cadwalader, who said: "Mr. Bull, I do not think it necessary for you to say anything in this case. It appears to me that this defendant cannot be convicted."

Mr. Bull. "Very well, sir, I am perfectly satisfied with your honor's ruling."

Judge Cadwalader then charged the jury at some length, and presented a judicial argument in behalf of Cosgrove. He overlooked entirely the evidence of poor Goneita, who was so badly kicked that his life was despaired of, and stated to the jury that the injuries were evidently "unintentionally or accidentally inflicted!" He would be in waiting a few minutes until they brought in a verdict or not guilty.

The jury retired at half past four o'clock. A few minutes before six o'clock, they came into court, and through their foreman, William M. Reilly, asked whether, if they thought, as was intimated by the charge of the judge, in case they brought in a verdict of guilty, that the defendant would be granted a new trial, they could still find a verdict of guilty.

Judge Cadwalader then made the following extraordinary statement: "I would not discharge my duty if I did not tell you that I think there is nothing in this case which will warrant you in convicting. I say to you, as men of business, that if your verdict should be one of guilty, I should be bound to set it aside. Of course, in saying this, I do not mean to interfere with your rights. I could not conscientiously allow a verdict of guilty to stand. I never wish to avoid a responsibility. I say to you, however, that, as good citizens, no matter what your opinions may be, you are bound to agree with me." Cheers are co-workers with judges. We do not make the law, but administer them. It is your duty to acquit on all these bills, notwithstanding your own notions of the case." After this most extraordinary and extra-judicial opinion, the jury again retired, to deliberate upon the "good joke" perpetrated at the expense of Goneita.

We waited for the rendition of a verdict until a late hour; but without success. The result, if it should be a conviction, will not affect Cosgrove at all.

A White Man who has been for Twenty-one Years an Associate of Indians.

[From the Cleveland Plaindealer.]

At Cairo, in this State, is a great curiosity, in the shape of a white man twenty-eight years old, who has been for twenty-one years an inhabitant of the forest and an associate of red men. He was stolen, when a boy of seven, by a roving band of Indians that used to make depredations about the Wyandott country, now known as Wyandott county. When missed, his parents with their neighbors made great search through the woods, ravines and rivers of the country round about, but finally had to give him up for lost, supposed to be devoured by some wild beast or perhaps drowned.

In the summer of 1859 there came to Cleveland from the far-distant Northwest a painted, poorly-clad, hybrid-looking sort of a wild young man, who spoke tolerably good English, and said that about a year previous, while on a tramp for his tribe into the *southern country* of St. Paul, Minnesota, he was told by the pale faces there that *he was a white man*. It had not occurred to him before. His skin was browned by the exposure he had endured, and his face was tanned by the rays of the sun, having never worn a hat, and with the smoke of the wigwams, he never to his recollection having slept in a house.

The people of St. Paul questioned him as to his history. He could tell those but little beyond the period of his capture. He could recollect, being carried by Indians when a little child; remembers being "swapped" several times from one tribe to another for a bottle of whiskey; and, as he grew in size, was put to the more laborious duties of a slave. He could tell the most remarkable things that had occurred in his wild life.

Some one told him they had heard of a capture by the Indians, a great many years ago, of a little boy whose parents resided near Cleveland. This seemed to awaken his curiosity. He talked with the chief who accompanied him to St. Paul, whose daughter he had married and by whom he has two children. The white wily old Indian did not care to enlighten him much. He finally prevailed on his father-in-law to allow him to visit Cleveland in search of his white parents, and for this purpose obtained a furlough for one year, taking a blanket, a pony, and a wife, to perform the journey. He had got the impression that his name was Todd, as it was told him a family of that name had lost a boy about the time that he was missing. He arrived in Cleveland and went in search of the Todds, but did not answer the description of their lost one.

The Brytons, of Cairo, hearing of such a wanderer, went immediately in search of him. His mother had been dead several years, but his father, now 69 years old, despatched a son with an accompanying physician to hunt him up, and if he answered to the age, color of the hair and eyes, and particularly to two marks regarded as especial identification, to wit: a scar on the head where the hair had grown, also a cut upon one of his big toes, to bring him home. He was found in Western Pennsylvania, but so wild in appearance and so strange in looks that the brother could recognise hardly a family resemblance in him save the color of his eyes and hair. They told him what they wanted. He seemed frightened, and accused them of wanting to get his scalp. They had to coax him and bind him before they could make the examination they desired, which resulted in his complete identification. Half force, half persuasion, they got him home, where he still is, and visited daily by scores of people from all the country around. Old pioneers who were engaged in the search when first lost have flocked to him from Toledo, Sandusky, and places round about, and the curious come from longer distances.

Poor fellow, he does not know what to make of it; thinks they are after his scalp, and, when they gather around him, he draws his tomahawk instinctively, in self-defence. He will not sleep in the house, but takes his blanket, gun, and tent, makes him a fire, and sleeps in the woods. He says he shall soon be off for his "home in the forest," where his dusky mate and dark-eyed little ones await his coming.

IMPORTATIONS.

[Reported for The Press.]

BLACK RIVER, AC.—Brig Emerald, Isle—160 tons logwood 2 do old copper D N Weisler & Co.

PHILADELPHIA BOARD OF TRADE.

JAS. ROSS SNOWDEN, } PRESIDENT PRO TEM.
J. B. LANCASTER. } COMMITTEE OF THE MONTH.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Dec. 7, 1859.

SUN RISES ..... 7 22—SUN SETS 4 33
HIGH WATER 12 03

ARRIVED.

Schr Ceres, Meredith, 4 days from Dighton, in ballast. Steamer C C Alger, Shore, 36 hours from Alexandria, with mdse to Thos Webster, Jr.

CLEARED.

Steamship Phineas Sprague, Matthews, Boston, H Winsor.
Steamship Boston, Sellew, New York, Jas Alldredge
Ship Ellenslie, Coutts, Matanzas, Geo W Ayres.
Ship Arkwright, Davis, Savannah, S Baldwin & Co.
Schr Ceres, Meredith, New Haven, Vandusen, Norton & Co.
Schr A C Pace, Haney, New York, L Rothermel & Co.
Schr Wm Penn, Masser, New York, L Rothermel & Co.
Schr N Young, Humphery, New York, L Rothermel & Co.
Str Rich'd Willing, Claypole, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

HAVRE DE GRACE, Dec. 6, 1859.

The Kingston left this morning with 6 boats in tow, laden and consigned as follows:

Schr J W McCleery, wheat, &c. to Humphreys, Hoffman & Wright; Amelia & Allen, lumber to Chesapeake City; Heine, Holman & Grubb, Unity, and Geo R Irvin, coal to Delaware City.

Yours, &c. W. E. W.

MEMORANDA.

Ship Wallace, Lane, cleared at Savannah 2d inst for Liverpool.

Bark Hamilton, Stoleburn, from Havana for Philadelphia, cleared at Savannah 3d inst, having repaired.

Ship Ariadne, Arthur, for this port, sailed from Newport 3d inst.

Schs R E M Browning, Risley; D G Floyd, Rackett; J Anderson, Bartlett, and Sami A Appleton, Grant, sailed from Providence 4th inst.

Schr Rhoda Ann, Weaver, and Greenland, Elzey, for this port, and Mary Anna, Bowen, for Cape May, sailed from Providence 4th inst.

Schrs Albert, Trenton, Cole, from Charlottetown, PEI, for this port; Broadfield, Fisk, from Boston for do, and pilots for Wm D Lewis and W J Salmon, sailed from N York 3d inst.

Schr Susan Bray, Lunt, went ashore at Quoque, L I, night of the 3d inst. The crew was saved with difficulty. The vessel has bilged, and the captain was stripping her on the 4th. The S E. Bray was built at Dorchester in 1847, 122 tons register, rated 4½, and owned by Capt. Naylor and others, of Plymouth, Mass.

Schr Amy Chase, Seavoor, from New York, was discharging at Tampico 19th ult.

Schr R E Lanes, Godfrey, cleared at Apalachicola 26th ult for Boston.

DOMESTIC PORTS.

NEW YORK, Dec. 5.

Arr. steamship Thos Swann, Layfield, from Baltimore.
Ship J J Hood, Thomas, from Liverpool.
Ship Victory, Ainsworth, from Liverpool.
Bark St Cloud, Howe, from Rondout for Aspinwall.
Brig Solferino, Blasecaro, from Cape Cano.

NOTICE TO MARINERS.

The Light building on Cay Lobos, on the South side of the Great Abaco Bank, (Old Bahama Channel, lat 22° 23 deg. N, lon 77° 33 deg W, will be lit on the 1st of March next. Due notice will be given of the character of the Light. GEO. W. BLUNT.

WINES AND LIQUORS.

WE CALL ATTENTION OF THE TRADE to this really Superior article:
AMBER RENAUD COGNAC.
A supply in assorted packages constantly on hand. Orders received for direct importation.
Also—Hennessy Cognac, Le Roy Cognac, London and Holland Gins, Claret in Wood and Cases, Champagnes, high and low prices.
LONGSTAFF, MACY & CO., Importers.
010-6m 117 South FRONT, Philadelphia.

GEORGE WHITELEY,
No. 126 South FRONT Street,
Importer of Brandy, Wines, &c., offers for sale, in bond only, the following, among other standard brands of brandy:
Otard, Dupuy & Co., Thos. Hines & Co.,
Otard, Dupuy, & Co., Hennessy.
A. Seignette, Martell,
Cognac. Pellevoisin,
C. Dupont & Co., Union Proprietores,
J. & P. Martelle, Jas. Hennessy.
Also, Kinahan's Malay Malt Whiskey, and the choicest varieties of Madeira, Sherry, Port, Burgundy, and Rhine Wines; Palm Tree Gin; Jamaica Rum, Santa Cruz Rum, Bordeaux Oil, &c. &c. 8tf-1y

CLARET.—100 cases Barton & Guestier's St. Julien; 200 do. St. Estephe; 300 do. Washington Morton St. Julien; 100 do. do. Talence, pints; 50 do. Chateau Margaux; 50 do. do. Leoville; Scotch Ale, in stone and glass; Younger's, Harvey's, Fairbie's Brown Stout and London Porter, in store and for sale by
A. LAMMERING, 140 South FRONT Street.

SCOTCH WHISKY.—125 puncheons James Steward & Co.'s Paisley Malt, in bond and for sale by GEORGE WHITELEY. 8tf-3m

OLD COGNAC BRANDY,
Ms, Ks, and Ms Pineau,
Po. do. Otard.
Po. do. Hennessy.
In bond, and for sale by
A. MERINO,
c20 140 South FRONT Street.

MEDICINAL.

THE ALL-SUFFICIENT THREE!—

TRIESEMAR, 1, 2, and 3,

Protected by Royal Letters Patent of England, and secured by the Seal of the Ecole de Pharmacie de Paris, and the Imperial College of Medicine, Vienna.

No. 1 is invaluable for exhaustion, spermatorrhœa, and all physical disabilities.

No. 2 completely eradicates all traces of those diseases that have been heretofore treated by the nauseous and injurious use of copaiva and cubebs.

No. 3 is a delicate aperient that has supplanted the injurious use of mercury, thereby insuring to the sufferer speedy relief, dispersing all impurities, and rooting out the venom of disease.

TRIESEMAR, No. 1, 2, and 3, are prepared in the form of delicious confections, devoid of taste and smell, and can be carried in the waistcoat pocket. Sold in tin cases, and divided into separate doses, as administered by Velpeau, Lallemand, Roux, Ricord, &c. Price $1 each, or four cases for $3, which saves $3; and in $2 cases, whereby there is a saving of $2. To be had, wholesale and retail, of Dr. BARROW, 194 Bleecker street, New York; Sold at Retail by CALLENDER & CO., corner THIRD and WALNUT Streets, Philadelphia, and by T. W. DYOTT & SONS, 215 North SECOND Street, Wholesale and Retail Agents for Pennsylvania.
n22-3m

ZOLLICKOFFER'S ANTI-RHEUMATIC COMPOUND.—Some 1 have been afflicted with rheumatism for a long period—a portion of the time I had no use of my limbs. Tried your Cordial, and in three days I was able to walk down stairs, and in a week the pain entirely left me. I do cheerfully recommend the Cordial to those who are afflicted with that dreadful complaint. Yours, &c. W. WATKIN, Broker, 62 Pine st.
Prepared by THEODORE DILKS, Chemist, N. E. corner 4TH and SIXTH sts. n14-3m

COAL.

HOUSEKEEPERS LOOK TO YOUR Interest. Buy your COAL AT HICKS', where nothing but the very best quality of Lehigh and Schuylkill Coal is offered at the following reduced prices:
Lehigh Stove, Egg, and Stove ..... $4 25 per ton.
Lehigh Nut 5 00
Warranted free from slate or dust and full weight, at HICKS' yard, southeast corner MARSHALL and WILLOW. Call and see. o26-6m

S. W. GROOME & CO.,
Office 146 South FOURTH Street,
AND
WHARF, PINE STREET, SCHUYLKILL.
Dealers and Shippers
OF
Locust Mountain, Lehigh, and Schuylkill
COAL,
Merchantable taken on wharfage. o15-6m

HICKORY AND SPRING MOUNTAIN LEHIGH COAL, prepared with care, for family use. Depot, corner of FRANKLIN and WILLOW Streets. n26-1f

WEST CHESTER and PHILADELPHIA RAILROAD VIA MEDIA.

FALL ARRANGEMENT.

On and after THURSDAY, December 1, 1859, the trains will leave Philadelphia, from the Station, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 A. M., 1, and 4.30 P. M.

Leave West Chester, from the DEPOT, on EAST MARKET STREET, at 7.15 and 11.30 A. M., and 4.15 P. M.

ON SUNDAYS—Leave Philadelphia at 8 A. M. and 3 P. M. Leave West Chester at 7.45 A. M. and 2 P. M.

The train leaving Philadelphia at 1 P. M. connects at Lenaville with the Philadelphia and Baltimore Central Railroad, for Concord, Chadsford, Kennett Square, and Avondale. HENRY WOOD,
n24-tf General Superintendent.

WILLCOX & GIBBS' SEWING MACHINE.—The Machine never fails to give perfect satisfaction. Price $20. For sale at 725 CHESTNUT Street. n22-tf

OLIVES—Spanish Queen, in prime order, in store, and for sale by A. MERINO,
on 140 South FRONT Street.

SPANISH OLIVES—In bulk, in prime order, for sale by A. MERINO, 140 South FRONT Street.

RAILROAD LINES.

NOTICE.—CHESTER VALLEY RAILROAD.—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 5th December, 1859, Passenger Trains for DOWNINGTOWN will start from the Passenger Depot of the Philadelphia and Reading Railroad Company, corner of BROAD and VINE Streets,
MORNING TRAIN for Downingtown, leaves at 7.30 A. M.
AFTERNOON TRAIN for Downingtown, leaves at 4.30 P. M.
DAILY (Sundays excepted.)
By order of the Board of Managers of the Philadelphia and Reading Railroad Company.
W. H. McILHENNY, Secretary.
d5

PHILADELPHIA AND READING RAILROAD, MORNING LINE FOR PHILADELPHIA, READING and HARRISBURG.
Leaves the Depot, at corner of BROAD and VINE Street, at 8 A. M. (Sundays excepted,) for POTTSVILLE, HARRISBURG, and all intermediate points, connecting at Harrisburg with trains running to Pittsburg, Chambersburg, Gettysburg, &c.
AFTERNOON LINES.
Leave at 3 P. M., DAILY, for POTTSVILLE and HARRISBURG.
At 4.30 P. M., DAILY, (Sundays excepted,) for READING and intermediate points.
W. H. McILHENNY, Secretary.
d5

NORTH PENNSYLVANIA RAILROAD.
WINTER ARRANGEMENT.
For BETHLEHEM, DOYLESTOWN, EASTON, ALLENTOWN, MAUCH CHUNK, HAZLETON, &c.
On and after MONDAY, November 28, 1859, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, DAILY, (Sundays excepted,)
For Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, &c., (Express,) at 9.30 A. M.
For Bethlehem, (Express,) at 2.30 P. M. and 3 P. M.
For Doylestown, (Accommodation,) at 8.40 A. M. and 4 P. M.
For Fort Washington, (Accommodation,) at 6 P. M.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem, (Express,) at 8 A. M. and 4.10 P. M.
Leave Doylestown, (Accommodation,) at 7 A. M. and 3.20 P. M.
Leave Fort Washington, (Accommodation,) at 7. A. M.
ON SUNDAYS:
Philadelphia for Fort Washington, at 9.30 A. M.
Philadelphia, for Doylestown, at 5 P. M.
Doylestown for Philadelphia, at 7 A. M.
Fort Washington for Philadelphia, at 7.40 P. M.
Fare to Bethlehem, $1.50; to Mauch Chunk, $2.50; to Easton, $1.50; to Doylestown, 50 cents.
Commutation tickets must be procured before entering the cars.
All Passenger Trains (except Sunday Trains) connect at Berks street with Fifth and Sixth-streets, and Second and Third-streets Passenger Railroads.
ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—WINTER ARRANGEMENT.
On and after MONDAY, Nov. 21, 1859,
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 7.30, 9, 10, 11 and 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 7, 8, 10, and 11½ P. M.
Leave Germantown, 6, 7, 7½, 8, 8½, 9¼, 10, 11, A. M., 1, 2, 3, 4, 4½, 5, 6, 7, 8, 9, 10, 11½ P. M.
ON SUNDAYS.
Leave Philadelphia 9.05 A. M., 2, 3, 6¼, and 10 P. M.
Leave Germantown 8.30 min. A. M., 1.30 min. 4½, and 9 P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia 6, 7.30, 11 A. M., 2, 4, 6¼, 7, and 10 P. M.
Leave Chestnut Hill 7.20 A. M., 12.20, 5.20, and 8.40 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 9, 11.05, min., A. M., 1.05, 3.05, 4½, 6¼, and 11¼ P. M.
Leave Norristown 6, 7, 9, 11 A. M., 1¼, 4¼, and 6 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M. and 3 P. M.
Leave Norristown 7 A. M. and 2 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, 11.05 A. M., 1.05, 2.05, 3.05, 4½, 6¼, 7½, and 11¼ P. M.
Leave Manayunk 6¼, 7¼, 8¼, 9¼, and 11¼ A. M., 2, 3, 5, 6¼, and 6¼ P. M.
R. K. SMITH, General Superintendent.
n19-tf DEPOT, NINTH and GERMANTOWN RD.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
On and after MONDAY, November 21, 1859,
PASSENGER TRAINS LEAVE PHILADELPHIA,
For Baltimore at 5.15 A. M., 12 noon, (Express,) and 11.30 P. M.
For Chester at 5.15 A. M., 12 noon, 4.30, and 11.30 P. M.
For Wilmington at 5.15 A. M., 12, 4.30, and 11.30 P. M.
For New Castle at 5.15 A. M., and 4.30 P. M.
For Middletown at 8.15 A. M., and 4.30 P. M.
For Dover at 8.15 A. M., and 4.30 P. M.
For Milford at 8.15 A. M., and 4.30 P. M.
For Seaford at 8.15 A. M., and 4.30 P. M.
For Lewes at 8.15 A. M., and 4.30 P. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8.30 A. M., (Express,) 10.15 A. M., and 5.30 P. M.
Leave Wilmington at 7.15 A. M. and 11.30 A. M., 1.45 and 8.30 P. M.
Leave Lewes at 6.15 A. M. and 3.40 P. M.
Leave Seaford at 6.45 A. M., and 4.05 P. M.
Leave Milford at 7.20 A. M., and 4.40 P. M.
Leave Dover at 9.05 A. M., and 5.00 P. M.
Leave Middletown at 10 A. M. and 5.45 P. M.
Leave New Castle at 10.50 A. M., and 6 P. M.
Leave Chester at 8, 12 A. M., 2.22 and 9.15 P. M.
Leave Baltimore for Laurel and Delaware Railroad at 10.15 A. M.
TRAINS FOR BALTIMORE
Leave Chester at 8.45 A. M., 12.38 and 11.40 P. M.
Leave Wilmington at 9.25 A. M., 12.55 P. M., and 12.20 A. M.
SUNDAYS
Only at 11.10 P. M., from Philadelphia to Baltimore.
Only at 5.22 P. M., from Baltimore to Philadelphia.
FREIGHT TRAIN, with PASSENGER CAR attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 3 P. M.
Leave Wilmington for Perryville and intermediate places at 4.45 P. M.
Leave Perryville for Philadelphia and intermediate places at 3.45 P. M.
Leave Baltimore for Stemmer's Run, Chase's, and Harewood at 3.54 P. M.
S. M. FELTON, President.

PHILADELPHIA AND ELMIRA RAILROAD LINE—QUICKEST ROUTE to Elmira, Wilkesbarre, Buffalo, Dunkirk, Niagara Falls, Cleveland, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Paul's, Burlington, and St. Louis.
PASSENGER trains will leave the Philadelphia and Reading Railroad Depot, corner BROAD and VINE Streets, DAILY, (Sundays excepted,) as follows:
7.30 A. M., DAY EXPRESS.
For Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Paul's, Burlington, and St. Louis.
3.30 P. M., NIGHT EXPRESS.
For Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Paul's, Burlington, and St. Louis.
The 7.30 A. M. and 3.30 P. M. trains run through to HARRISBURG, stopping at all Stations on the Lebanon Valley Branch.
The 7.30 A. M. train connects at Rupert for Wilkesbarre, Pittston, Scranton, and intermediate points.
SAYANNA AND BLOOMSBURG RAILROAD.
Passengers are checked to Elmira, Buffalo, and Suspension Bridge.
Tickets can be procured at the Philadelphia and Elmira Ticket Office, No. 116 CHESTNUT Street, corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, Broad and Vine Streets.
THROUGH EXPRESS FREIGHT TRAIN
Leaves the Depot, Broad street, below Vine, daily, (Sundays excepted,) for all points West and North, at 4 P. M.
Freights must be delivered before 3 P. M. to insure going the same day.
Card for further information, apply at
Freight Depot, BROAD, below Vine,
Or to CHAS. S. TAPPEN, General Agent,
N. W. corner SIXTH and CHESTNUT Streets,
Philadelphia.

1859. 1859.
FALL ARRANGEMENT—NEW YORK LINE.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD LINES, FROM PHILADELPHIA TO NEW YORK AND PHILADELPHIA.
FROM WALNUT-STREET WHARF.
FARE.
Will leave as follows, viz:
At 6 A. M., via Camden and Amboy, Cam. & Am. Accommodation $2 25
At 6 A. M., via Camden and Jersey City, New Jersey Express 3 25
At 9 A. M., via Camden and Jersey City, Morning Mail 3 00
At 11 A. M., by Steamboat, via Tacony and Jersey City, Western Express 3 00
At 1 P. M., via Camden and Amboy Accommodation 2 25
At 4 P. M., via Camden and Amboy, C. & A. Express 3 00
At 4 P. M., by Steamboat, via Tacony and Jersey City, Evening Express 3 00
At 7 P. M., by Steamboat, via Tacony and Jersey City, 5d Class Ticket 2 00
At 8 P. M., via Camden and Jersey City Evening Mail 3
At 11 P. M., via Camden and Jersey City, Southern Mail 3 25
At 8 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger,) 1st Class Ticket 1 50
2d Class Ticket 1 00
The 6 P. M. Mail Line runs daily. The 11 P. M. Southern Mail, Saturdays excepted.
For Belvidere, Easton, Flemington, &c., at 8 A. M. and 3 P. M.
For Mauch Chunk, Allentown, and Bethlehem, at 6 A. M., via Lehigh Valley Railroad.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 6 A. M., via Delaware, Lackawanna, and Western Railroad.
For Mount Holly, at 6 and 9 A. M., and 2 and 4 P. M.
For Freehold, at 6 and 9 A. M.
WAY LINES
For Bristol, Trenton, &c., at 2½ and 4 P. M., from Walnut-street Wharf.
For Palmyra, Delanco, Beverly, Burlington, Bordentown, &c., at 11½, 1, and 3½ P. M.
Steamboat Joseph Maxwell leaves for Bordentown and intermediate places, at 2½ P. M.
Steamboat Trenton leaves for Bristol, Burlington, and intermediate places, at 11 A. M. and 4 P. M.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking more than one baggage but their wearing apparel. All baggage over fifty pounds to be paid for at the rate of a company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Oct. 1, 1859. WM. H. GATZMER, Agent.

THE PENNSYLVANIA CENTRAL RAILROAD.

1859. 1859.
THE CAPACITY OF THIS ROAD IS EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG, Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and at the Union Depot at Pittsburg with Through Trains for Cincinnati, St. Louis, Cleveland, Chicago, Burlington, St. Paul's, Minneapolis, Louisville, New Orleans, and all intermediate points in Ohio, Indiana, Illinois, Kentucky, Michigan, Wisconsin, Minnesota, Missouri, Kansas, Iowa, and Nebraska, and the Canadas. Being the only portion of Passengers unsurpassed for speed and comfort by any other route.
Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors.
Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines, Sundays excepted.
Mail Train leaves Philadelphia at 8.00 A. M.
Fast Line " " 11.00 A. M.
Express Train leaves " " 10.40 Night.
FAST LINE LEAVES AS FOLLOWS:
Parkesburg Accommodation at 12.30 A. M.
Harrisburg Accommodation, via Columbia, 2.00 P. M.
Columbia " " 3.00 P. M.
Passengers for West Chester will take the Mail, Philadelphia, and Lancaster Trains, at the Pennsylvania Railroad Passenger Station.
Passengers for Dunlaer, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 8 A.M., go directly through.
Tickets to any place may be obtained at the office of the Company in Philadelphia, 116 CHESTNUT Street, Baltimore; and Tickets Eastward at any of the important Railroad Offices in the West; also on board of the regular Line of Steamers on the Mississippi or Ohio Rivers.
Fare always as low as any other Route.
The completion of the Western connections of the Pennsylvania Railroad to Pittsburg, makes this the DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTHWEST.
The connection of the Pennsylvania Railroad Depot at Pittsburg, avoiding all drayage or portage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight and the Travelling Public.
FREIGHTS WESTWARD.
By this Route Freights of all descriptions can be forwarded from Philadelphia, New York, Boston, or Baltimore, to any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or, Missouri, by Railroad direct.
The Pennsylvania Railroad also connects at Pittsburg with Steamers, by which Goods can be forwarded to any port on the Ohio, Muskingum, Kanawha, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas, and Red Rivers; and at Cleveland, Sandusky, and Chicago, with Steamers to all ports on the Northwestern Lakes.
Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.
THE RATES OF FREIGHT to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies.
Be particular to mark packages "via Penna. Railroad."
Merchants in the West ordering goods from the East, will do well to direct them to be shipped by this Route.
For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Company:
D. A. STEWART, Pittsburg;
Doyle & Co., Steubenville, O.; H. S. Pierce & Co., Zanesville, O.; J. A. Bentley & Co., Wheeling, Va.; R. McNeily, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; J. M. Brown & Co., Cincinnati, O.; Atherton & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; William Bingham, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; E. F. Sass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Counsil, Alton, Ill.; Murphy & Wade, Dubuque, Ill.; or to Freight Agents at Philadelphia, New York, Boston, or Baltimore.
Parties attending to their own shipments from the East, will find it to their interest to call on the Agent of the Company at the following places to have their goods or letters addressed to either of them on the subject of their shipments, with prompt attention:
E. J. SNEDDEN, Philadelphia.
J. M. GUMMERE, 60 North street, Baltimore.
LEECH & CO., 2 Astor House, or 118 Water st., N.Y.
LEEC