OUR PORT-FOLIO.

THE DEATH WARNING.—It grieves us exceedingly to have any thing to relate derogatory to the character of one of the medical profession; and yet our duty as a faithful chronicler of the times, both by-gone and present, will not allow us in all cases to consult our own individual or professional feelings. We are bound to cast aside the mantle of prejudice and partiality, and stand encased only in the armor of truth.

Doctor Phlebotomy dwelt in a wealthy and populous village on the banks of the ——, where he had an extensive and lucrative practice; not only embracing the village itself, but several miles of the surrounding country. He enjoyed the entire confidence of the ladies, which is every thing in the practice of medicine; for a physician, having the good opinion of the female portion of the community, may calculate on the support of the male as a matter of course. Such was the good fortune of Doctor Phlebotomy. He was believed, about home, to be the greatest doctor in the world, and made money like dust.

Yet, with all these advantages, he could not be satisfied with his proper and lawful gains, but fell into the bad habit of charging two visits where he had made but only one. In this way his accounts had swelled to an amount little to be expected in a country practice.

But in the midst of this signal success, an incident took place which convinced the Doctor that, in spite of his growing wealth, in spite of the powers of medicine, and the wonderful effects wrought upon others by his skilful hands, his own last hour had come. It was a solemn thing to be cut off in the prime of life; in the midst of strength and the increase of practice; making money hand over fist—it was indeed a solemn thing. It was a potion too bitter to be swallowed—it could scarcely be thought of, without shuddering. And yet, dreadful as was the contemplation, it was brought most fearfully to the mind of Dr. Phlebotomy.

One dark and stormy evening he had retired to bed earlier than usual, and with a slight attack of sore throat. He had bathed his feet in warm water, rubbed his throat with volatile liniment, and taken a dose of paregoric. He was just beginning to get into a slumber, when he was aroused by a horrid and most appalling noise, as if proceeding from a cistern, which was situated within a few feet of the house. It was as the noise of some heavy body falling into the water, and succeeded by a deep, hoarse and dolorous groan, every now and then interlarded with an indignant burst, as if proceeding from the mouth of a stuck swine.

Doctor Phlebotomy was not altogether a believer in supernatural warnings and ghostly premonitions—but the state of his health that evening, the partial effect of the paregoric, the gloominess of the weather, and the consciousness of fraud in his dealings towards his patients, united, along with the dismal noise, to convince him that his earthly accounts were nearly closed. His imagination became painfully vivid. The sound seemed to him not only like that of a drowning mortal, but as if a body were rudely let down into a grave, and the clods were carelessly thrown upon the coffin—and then, there were the groans of an unquiet and troubled spirit, as if reluctantly parting with its tenement of clay.

Mrs. Phlebotomy was just getting into bed, when the Doctor, aroused from his incipient slumbers, and giving wings to his morbid fancy, started up and exclaimed: "Wh-wh-what's that, my dear?"

"Nothing, I presume," said the good lady—"it's merely your imagination."

"My imagination! Mrs. Phlebotomy? Why, do you think my imagination can make such a noise as that? It sounds ominous."

"Do lie down, Doctor," said the affectionate wife, gently laying her hand on his shoulder—"do lie down and cover yourself up; you'll take fresh cold."

She succeeded in making him lie down.

"Don't you hear that noise, my dear?" said the Doctor.

"Why—why—to be sure—I can't say—and yet—I dare say—I presume, my dear, it's nothing but the wind. You know the wind is uncommonly high to-night."

Thus, Mrs. Phlebotomy endeavored, like a loving wife, to calm the apprehensions of her husband. But she was not without fear herself. She had heard the noise, and was a firm believer in signs and forewarnings of approaching mortality. But she wished to allay the fears of her husband, lest they might have an injurious effect on his health, and perhaps carry him to the grave before his appointed time. It was therefore both natural and prudent to endeavor, as well as she could, to soothe his apprehensions, and to persuade him that he was deceived by his imagination.

The dismal sound continued, and seemed every moment to wax more and more fearful. But whatever of the supernatural and marvellous the imagination of the Doctor might have conjured up, there was something in the sounds particularly vulgar and brutish. It was as if a swine were indignantly grunting forth a malediction upon its untimely and cruel fate; as if it were breathing its last, and sighing out a hoarse adieu to all things earthly.

But Doctor Phlebotomy had other thoughts than those relating to swine. He verily imagined he was summoned away. He had witnessed the call to many a mortal, but never, until this hour, had he been seriously affected. There was a wide difference between his own case and that of his patients—he could look upon the approach of death to others unshrinkingly and unappalled. But now the case was brought home to his own door. He was not exactly fit to die, nor willing to go even had he been fit. He wanted to make more double charges, and he wanted leisure to repent afterwards. With avarice unsatisfied, a sore throat, excited nerves, and conscience ill at ease, his agitation was extreme.

"There! there!" exclaimed he, starting up again, "don't you hear it, wife?"

"Do lie down, Doctor," again entreated the good woman, "and compose yourself to rest. The noise, I dare say, is nothing but the wind singing through the great buttonwood tree. I beg you'll lie down, Doctor."

"No, my dear," said the Doctor, mournfully shaking his head, "the wind never makes a noise like that. I've been out in all weathers, and under all circumstances, through forests and glens, among cliffs and mountains, and never did I hear the wind singing such a dirge as this. Hark! there! again—again! My dear, I have but a short time to live."

"Oh! don't now, Doctor Phlebotomy, take any such notion into your head," entreated the good woman; "you distress me very much—I can't bear to hear you talk so."

"There! there! do you hear that? There's no use in mincing the matter," said the Doctor, with another mournful shake of the head—"we're all mortal—poor miserable mortal creatures—and I must go as well as the rest of the world. You must be a widow, my dear."

Mrs. Phlebotomy burst into tears.

"Don't cry, my dear—don't cry. I hope I've been a kind husband to you; and though I must now leave you a widow, I shall not leave you destitute. You will have a good jointure."

"Oh! Doctor, you'll kill me if you talk of dying," sobbed Mrs. Phlebotomy.

"I've made some money," resumed the Doctor; "but there's one thing lies heavy on my heart—my books—my account books."

"Don't trouble yourself about your accounts now," said the wife—"it will only make you worse. Do lie down and compose yourself: I dare say the accounts will be taken care of."

She prevailed upon him once more to lie down; but the idea of his approaching dissolution, and the account book, ran miserably in his head.

"I'm growing worse every moment, my dear," said he. "Oh, my throat! my throat! I can scarcely get my breath. I have but a little time to live, and I must use that little in doing justice to my late employers. My account books—oh avarice!—oh thirst of gain! my account books must be altered."

"How! altered!" exclaimed Mrs. Phlebotomy, who, had no suspicion of the twin charges with which the books abounded.

"I—I—I have ch-ch-charged too much, my dear," stammered the Doctor, in an agony of fear and remorse. "I—I've made two charges where I ought to have made but one."

Mrs. Phlebotomy was shocked at this confession.

"I wish, my dear," continued the husband, "you'd call up Justus; tell him I want to see him instantly."

The good woman did as she was desired; and in the "twinkling of a bed-post," Justus stood by the couch of his master.

"Justus," said the Doctor, with a dolorous groan, "I'm going—my last hour is at hand—my last pestle has sounded."

Justus stared, and the Doctor went on. "You know, Justus, I've done a good deal of practice and made a good many charges; but you, don't know that I've charged double in a great many instances. But it's a fact, Justus—it's a fact. And now I want you to take the account books, and, whereon I have made double charges erase one of them. Do this quickly, Justus."

"Now? to-night?" inquired Justus, who suspected that his master was a little delirious.

"Yes, quickly, Justus," said the Doctor, "set about it this moment. Don't close an eye, Justus, until you have erased every other one of the twin charges."

Justus, who was a student under Doctor Phlebotomy, had no idea but his master would get over his strange notion before morning. But he was willing to do as he was ordered, if it were for nothing else than to witness the Doctor's chagrin when he should find his accounts so miserably mutilated, and himself not dead or likely to die. He set busily to work, and before sunrise had expunged many an unlawful hundred dollars from the Doctor's books.

In the mean time, the appalling noise had become fainter and fainter, and at the last totally died away. But the warning had been given; the fixed impression had been made; and the Doctor endeavored to make such preparation for death as the very short notice would allow him. The 'Squire was sent for to write his will, and the Minister to give him spiritual consolation. Sundry good old ladies in the neighborhood were alarmed, and came to witness the last end of their favorite physician. Mrs. Phlebotomy did nothing but weep and wring her hands. Peggy, the house-maid, looked on with amazement, not conceiving how it was possible for mortal man to get ready for so long a journey in so short a time. She nevertheless acted her part as well as she could, every now and then wiping her eye with the corner of her apron, for decency's sake. As for Justus, he scratched all night long at the twin charges, separating them with as little remorse as a surgeon would the Siamese twins.

The morning came, and the Doctor was preparing to go. "Ah! my poor mistress! she'll be a widder!" said Peggy with a sigh, as she went to the cistern to get some soft water preparatory to washing. The cistern, which had no curb, had been left open, and on letting down her bucket, Peggy perceived the old sow, floating on her side, bloated like a drowned creature, and dead as a herring. She dropped her bucket and ran in, exclaiming—

"The old sow! the old sow!"

"What! whist!" said Mrs. Phlebotomy, "you'll disturb the Doctor."

"The old sow is in the cistern!" said Peggy, louder than ever.

"How! what! the devil!" exclaimed the dying Doctor, as he started with surprising agility on his feet. "The sow in the cistern, did you say? You careless jade, what did you leave the cistern open for? There's a good ten dollars gone." He rushed out, half dressed, to explore the watery premises; and there, sure enough, he beheld the cause of all his alarm, the drowned old sow.

The Doctor lived many years afterward, but he never fairly got over the story of the death-warning. Mrs. Phlebotomy and the minister did what they could to keep the report from going abroad; but the 'Squire, whenever the subject was broached, put his finger mysteriously beside his nose, gave a knowing wink, and merely said—"Did I ever tell you that story?"

"Never, 'Squire."

"Then I won't" he replied.

Peggy was dismissed from the family, and therefore had a good excuse for blabbing; and Justus, the sly rogue, thought it too good a story to keep to himself.

IMPORTATIONS.

[Reported for The Press.]

CHARLOTTETOWN, P. E. ISLAND—Schr Franklin Trout, Thayer—2,200 bushels potatoes, 2,100 bushels barley J H McColley.

PHILADELPHIA BOARD OF TRADE.

JAS. ROSS SNOWDEN, HENRY BUDD, J. B. LANCASTER, } COMMITTEE OF THE MONTH

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

Ship Tonawanda, Julius ..... Liverpool, Dec 26

For West Coast of Africa—The regular conference, Capt Shearer, will sail from Philadelphia on the 15th December for the West Coast of Africa. All letters and papers intended for the U S Squadron on that station, or other persons, will be forwarded, if left at the Foreign Letter Office, Philadelphia Exchange, on or before that date.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA. Dec. 8, 1859.

SUN RISES ..... 7 22—SUN SETS 4 38
HIGH WATER ..... 7 46 ..... 1 16

ARRIVED.

Schr H A Rogers, Rogers, 5 days from Salem, in ballast to Noble, Hammett & Caldwell.

Schr Lydia R Ogden, Fisher, 3 days from Baltimore, with wheat to Thos Richardson & Co.

Schr Vandalia, Cooper, 1 day from Smyrna, Del, with corn to Jas Barratt & Son.

Schr J L Haverin, Pearce, 1 day from Dover, Del, with corn to Jas Barratt & Son.

CLEARED.

Schr G W Cummins, Weldon, Providence, D Cooper.

BY TELEGRAPH TO THE PRESS.

NEW ORLEANS, Dec 6.

Arrived ship Compromise from Philadelphia.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del, Dec 6.

We were not able to visit the harbor yesterday, on account of wind and rain, which has continued since Sunday last, the wind varying from N to E, accompanied with thick fog. Last evening there were three brigs and about 20 schrs at harbor. Wind East.

Yours, W. M. HICKMAN.

(Correspondence of the Philadelphia Exchange.)

HAVRE DE GRACE, Dec. 7, 1859.

The Wyoming left here this morning with 8 boats, laden and consigned as follows:

Stanhope, wheat, to Jos Cattell & Co; Vordilla, lumber to E Jenney; Ed H Thorn, do to S Bolton; Astella, Alex Gray, and Swatara, coal to Delaware City.

Yours, &c. W. E. W.

MEMORANDA.

Ship Zephyr, of Boston, from New York to San Francisco, was spoken 13th ult, lat 29 50 N, lon 37 30.

Ship Anemone, Howe, at New York 8th inst. from London, reports: Nov 29, lat 45 20, lon 39, fell in with a brig or bark in distress; she had two bright masts standing, which must heave; ran close to her and found she was waterlogged. The sea was making a complete breach over the lower part of her; saw several persons on the forecastle and in the fore rigging. It blowing a furious gale at the time, could not render them any assistance. After which experienced a tremendous gale, the sea hove to for 48 hours, under close reefed maintopsail, and during which lost most of the wreck.

Sohr Only Daughter, Falkenburg, hence at Charleston 3d inst.

Schr Jane O Patterson, Hand, hence at Charleston 4th inst.

Schr Fairdealer, Devereux, from Castine for this port, at Portland 4th inst.

Schr Black Diamond, Young, sailed from New Bedford 5th inst, for this port.

Schr Elizabeth Arcularius, Haskell, from Delaware City for Rockport, at New York 5th inst.

Schr A Cordery, Allen, hence for Boston, at New York 6th inst.

Schr Jas Martin, Harding, hence, arrived at Havana 3d inst.

There is a rumor that a vessel went to pieces, and that all hands were drowned, between Hampton Beach and Salisbury Point. Large pieces of the wreck, cedar posts, lumber, shingles, laid and bark, are strewn along the beach, a considerable portion of which drifted into Newburyport harbor with the flood tide on Sunday morning.

Sch J N Smith, Hazard, hence, arrived at Norfolk 5th inst.

MEDICINAL.

THE ALL-SUFFICIENT THREE!—

TRIESEMAR, 1, 2, and 3.

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

No. 1 is invaluable for exhaustion, spermatorrhœa, and all chronical diseases.

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

No. 3 has entirely supplanted the injurious use of mercury, thereby insuring to the sufferer a speedy cure, preparing all impurities, and rooting out the venom of disease.

TRIESEMAR, Nos. 1, 2, and 3, are prepared in the form of a lozenge, 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, Ricord, &c. Price $5 each, or four cases for $20, which saves $21, and is 27 ounces, whereby there is a saving of 69. To be had, wholesale and retail, of Dr. BARROW, 124 Bleecker street, New York. Sold also at Retail by CHARLOTTE, corner of CHESTNUT and WALNUT Streets, Philadelphia, and by A. M. DYOTT & SONS, 215 NORTH SECOND Street, Wholesale and Retail Agents for Pennsylvania.

n23-3m

ZOLLICKOFFER'S ANTI-RHEUMATIC CORDIAL—SIR: I have been afflicted with rheumatism for a long period—a portion of the time 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, JAS. W. NEWLIN, Broker, 433 Pine st.

Prepared by THEODORE DILKS, Chemist, N. E. corner PINE and SIXTH sts. n14-3m

MECHANICAL BAKERY, S. W. CORNER BROAD and VINE Streets, PHILADELPHIA. This establishment is now in successful operation, day and night, and all are respectfully invited to call and see the whole process of bread-making for themselves.

The undersigned takes the liberty of saying that for thirty-five years he has been a practical Baker—five as apprentice, and five as journeyman in one of the first houses in Scotland; and twenty-five as master—during which time he has had the opportunity of making many experiments, and observing all the improvements which have been made during that period.

In this establishment, of which he has now the management, in addition to the complete labor-saving machinery, he has how facilities of many kinds not heretofore possessed.

Being unrestricted in the purchase of flour, none but the soundest and best shall ever be used; and he has no hesitation in saying that Bread of all kinds can be delivered, unsurpassed in quality and weight by that made by the ordinary process.

Families in which the Bread made by the Mechanical Bakery has not been tried, or in which it has been tried only at the commencement, before the machinery was in perfect working order, are respectfully asked to give it a trial now, the undersigned believing it would lead to mutual advantage. JOHN G. MOXEY,

my24-tf Superintendent

A CHANCE FOR ANY PERSON THAT wishes to engage in the COAL AND LUMBER business.

The subscriber, about changing his business, offers for sale the stock and fixtures, and lease of a COAL AND LUMBER YARD, situated on the west side of Schuylkill, two and a half miles above Manayunk.

The stock consists of Hemlock and Pine lumber, and coal.

The fixtures, horses, waxons, carts, and everything that is necessary for carrying on the LUMBER AND COAL business.

The yard is an old established stand, and now doing a good business, which the books will show. There is a siding by the P. & R. Road, and a landing on the Schuylkill. It will be sold at a very low rate, and only two hundred dollars in cash required.

Apply to W. G. SMITH, northeast corner as above.

TAR.—Just received, a large invoice of Tar, in superior order and large barrels, for sale by WEAVER, FITLER, & CO., No. 8 N. WATER and 23 N. DELAWARE Av.

RAILROAD LINES.

NOTICE.—CHESTER VALLEY RAILROAD—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 6th December, 1859, the 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.

PHILADELPHIA AND READING RAILROAD, MORNING LINE, for POTTSVILLE, READING and HARRISBURG.

Leaves the Depot, at corner of BROAD and VINE Streets, at 7.30 A. M., DAILY (Sundays excepted,) for POTTSVILLE, HARRISBURG, and all intermediate points, connecting at Harrisburg with trains running to Pittsburg, Chambersburg, Carlisle, Sunbury, &c.

AFTERNOON LINE.

Leaves at 3.30 P. M., DAILY, for POTTSVILLE and HARRISBURG.

At 4.30 P. M., DAILY, (Sundays excepted,) for READING, and intermediate points.

W. H. MCILHENNY, Secretary.

NORTH PENNSYLVANIA RAILROAD.

WINTER ARRANGEMENT.

For BETHLEHEM, DOYLESTOWN, EASTON, ALLENTOWN, MAUCH CHUNK, HAZLETON.

On and after MONDAY, November 7th, 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. and 8 P. M.

For Bethlehem, (Express,) at 9.30 A. M. and 8 P. M.

For Doylestown, (Accommodation,) at 8.40 A. M. and 4 P. M.

Leave Bethlehem, (Express,) at 8 A. M. and 4.10 P. M.

Leave Doylestown, (Accommodation,) at 7 A. M. and 3.40 P. M.

Leave Fort Washington, (Accommodation,) at 7. A. M. and 5.30 P. M.

ON SUNDAYS:

Philadelphia for Fort Washington, at 9.30 A. M.

Philadelphia, for Doylestown, at 4 P. M.

Doylestown for Philadelphia, at 8 A. M.

Fort Washington for Philadelphia, at 2.40 P. M.

Fare to Bethlehem, $1.50; to Mauch Chunk, $2.60; to Easton, $1.50; to Doylestown, 80 cents.

Through 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. 7, 1859.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 7.50, 9, 10, 11, and 12 A. M., 1, 2, 3, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, and 11½ P. M.

Leave Germantown, 6, 7, 7½, 8, 8½, 9½, 10, 11, A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 8, 9, 10½ P. M.

ON SUNDAYS.

Leave Philadelphia 8.05 min. A. M. and 5 P. M.

Leave Germantown 8.10 min. A. M., 1.10 min., 6½, and 9 P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 7.50, 11 A. M., 3, 4, 5½, 7, and 10 P. M.

Leave Chestnut Hill 7.10, 7.40, 8.55, and 12.40 A. M., 3.40, 5.40, 6.40, and 8.40, P. M.

ON SUNDAYS,

Leave Philadelphia 9.00 A. M., 4 and 6½ P. M.

Leave Chestnut Hill 7.50 A. M., 12.40, 5.30, and 8.40 min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 9, 11.45, min., A. M., 1.05, 3.05, 4½, 5¾, and 11¼ P. M.

Leave Norristown 6, 7, 9, 11 A. M., 1½, 4½, and 6 P. M.

ON SUNDAYS

Leave Philadelphia 8 A. M. and 3 P. M.

Leave Norristown 7 A. M. and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, 11.05 A. M., 1.05, 3.05, 3.05, 4½, 6¼, 7½, and 11½ P. M.

Leave Manayunk 6¾, 7¾, 8¾, 9¾, and 11¾ A. M., 2, 3, 5, 6¾, and 8¾ P. M.

ON SUNDAYS

Leave Philadelphia 9 A. M. and 6½ P. M.

Leave Manayunk 7¾ A. M., 5¼, and 7¾ P. M.

R. L. SMITH, General Superintendent.

n19-tf DEPOT, NINTH and BERKS Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after SUNDAY, November 27, 1859,

PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore at 8.15 A. M., 12 noon, (Express,) and 11.10 P. M.

For Wilmington at 8.15 A. M., 12, 4.30, and 11.10 P. M.

For New Castle at 8.15 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 Laurel at 8.15 A. M., and 4.30 P. M.

TRAINS FOR PHILADELPHIA

Leave Baltimore at 5.30 A. M., (Express,) 10.15 A. M., and 5.45 P. M.

Leave Wilmington at 7.15 A. M. and 11.30 A. M., 1.45 and 8.40 P. M.

Leave Laurel at 6.15 A. M., and 3.40 P. M.

Leave Seaford at 6.45 A. M., and 4 P. M.

Leave Milford at 7.50 A. M., and 4.35 P. M.

Leave Dover at 8.20 A. M., and 5 P. M.

Leave Middletown at 10 A. M. and 7.05 P. M.

Leave New Castle at 10.35 A. M., and 8 P. M.

Leave Chester at 11 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 8.46 A. M., 12.38 and 11.0 P. M.

Leave Wilmington at 9.25 A. M., 12.45 P. M., and 12.20 A. M.

SUNDAYS

Only at 11.10 P. M., from Philadelphia to Baltimore.

Only at 8.25 P. M., from Baltimore to Philadelphia.

FREIGHT TRAIN, with Passenger Car attached, leaves Philadelphia for Perryville and intermediate places at 5 P. M.

Leave Wilmington for Perryville and intermediate places at 4.40 P. M.

Leave Wilmington for Philadelphia and intermediate places at 3.45 P. M.

Leave Baltimore for Stemmier's Run, Chase's, and Harewood at 3.34 P. M.

S. M. FELTON, President.

PHILADELPHIA AND ELMIRA RAILROAD LINE—QUICKEST ROUTE to ELMIRA, Wilkesbarre, Buffalo, Chicago, Rock Island, Niagara Falls, Milwaukee, Burlington, Keokuk, St. Paul's, Detroit, Louisville, 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.

8.30 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 8.30 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 LOCK HAVEN, Tioga, Corning, and all points on the LOCK HAVANNA AND BLOOMSBURG RAILROAD.

Baggage checked to Elmira, Buffalo, and Suspension Bridge.

Tickets can be procured at the Philadelphia and Elmira Railroad Land & Ticket Office, Northeast corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner BROAD and VINE.

THROUGH EXPRESS FREIGHT TRAIN

Leaves the Depot, Broad street, below Vine, daily (Sundays excepted) for all points Western and North Western.

Freights must be delivered before 8 P. M. to insure going the same day.

For further information, apply at

Freight Depot, BROAD, below Vine,

Or to CHAS. S. RAPPEN, General Agent,

N. W. corner SIXTH and CHESTNUT Streets, Philadelphia.

oct-tf

1859. 1859.

FALL ARRANGEMENT—NEW YORK LINES.

THE CAMDEN AND AMBOY AND THE PHILADELPHIA AND TRENTON RAILROAD COS. LINES FROM PHILADELPHIA TO NEW YORK AND BEYOND.

FROM WALNUT-STREET WHARF.

Will leave as follows, viz: FARE.

At 6 A. M., via Camden and Amboy, Cam. & Am. Accommodation $2 25

At 8 A. M., via Camden and Jersey City, (New Jersey) Accommodation 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 12½ P. M., via Camden and Amboy Accommodation 3 25

At 2 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 6 P. M., by Steamboat, via Tacony and Jersey City, 2d Class Ticket 2 25

At 6 P. M., via Camden and Jersey City Evening Mail 0

At 11 P. M., via Camden and Jersey City, Southern Mail 3 25

At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger,) 2d Class Ticket 1 50

The C. & A. Mail Line runs daily. The 11 P.M. Southern Mail, Saturday excepted.

For Belvidere, Easton, Flemington, &c., at 6 A. M. and 3½ 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 3 and 4 P. M.

For Freehold, at 6 A. M. and 4 P. M.

WAY BUNDS

For Bristol, Trenton, &c., at 2¼ and 4 P. M., from Walnut-street wharf.

For Palmyra, Delanco, Beverly, Burlington, Bordentown, &c., at 12¼, 2, and 4 P. M.

Steamboat John Neilson, for Bordentown and intermediate places, at 2¼ P. M.

Leave Bordentown, for Bristol, Burlington, and intermediate places, at 11 A. M. and 4 P. M.

The passage of freight only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The company will not be 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 OF THE COMPETING LINES.

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG, Connecting Direct at Philadelphia with Through Trains from Boston, New York, and all points East; at Harrisburg, Union Depot at Pittsburg with Through Trains for Cincinnati, St. Louis, Cleveland, Columbus, Chicago, Pittsburg, Fort Wayne, and all points West.

MAIL TRAIN leaves Philadelphia at 8.00 A. M.

Passenger Train at 12.00 Noon.

Fast Line ..... 11.30 P. M.

Express Trains leave ..... 2.00 P. M.

WAY TRAINS LEAVE AS FOLLOWS:

Parkesburg Accommodation, leaves Philadelphia, 3.30 A. M., go directly through.

Harrisburg Accommodation, via Columbia, 2.00 P. M. Columbia, 6.30 A. M.

Passengers for West Chester will take the Mail, Parkesburg, and Lancaster Trains, at the Pennsylvania Railroad Passenger Station.

Passengers for Bunbury, Williamsport, Elmira, Buffalo, Erie, Niagara Falls and intermediate points, leaving Philadelphia at 8 A.M., go directly through.

Tickets Westward may be obtained at the office of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Railroad Offices in the West; also on board any of the regular Line of Steamers on the Mississippi or Ohio Rivers.

☞ Fare always as low as any other Route.

For the completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTHWEST.

The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or transfer of Freight, together with the saving of time, are advantages results peculiarly appreciated by Shippers of Freight and the Travelling Public.

FREIGHTS WESTWARD.

By this Route Freight 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, Mississippi, 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.

FIXED 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. Johnston, Ripley, O.; R. McNeely, Nicsville, Ky.; Grimsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. G. Meldrum, Madison, Ind.; William Bingham, Louisville, Ky.; P. O'Neil & Co., Evansville, Ind.; A. W. Graham & Co., Cairo, Ill.; E. F. Ruse, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. Coonts, Alton, Ill.; Murphy & Wells, Dubuque, Ill.; or to Freight Agents of Railroads at all points in the West.

Parties attending to their own shipments from the East, will find it to their interest to call on the Agents of the Company at the following places before shipping; or letters addressed to either of them on the subject of freight, will receive prompt attention:

E. A. SNEDEN, Philadelphia.
E. H. ROGERS & SONS, 93 North street, Baltimore.
LEECH & CO., 2 Astor House, or 1 S. William st., N.Y.
LEECH & CO., 118 Shoddy street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
E. H. ROUPE, Gen'l Ticket Agent, Phila.
THOS. A. SCOTT, Gen'l Sup't, Altoona, Pa.

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1859. 1859.

FALL ARRANGEMENT—NEW YORK LINES.

THE CAMDEN AND AMBOY AND THE PHILADELPHIA AND TRENTON RAILROAD CO'S LINES FROM PHILADELPHIA TO NEW YORK AND BEYOND.

FROM WALNUT-STREET WHARF.

Will leave as follows, viz: FARE.

At 6 A. M., via Camden and Amboy, Cam. & Am. Accommodation $2 25

At 8 A. M., via Camden and Jersey City, (New Jersey) Accommodation 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 12½ P. M., via Camden and Amboy Accommodation 3 25

At 2 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 6 P. M., by Steamboat, via Tacony and Jersey City, 2d Class Ticket 2 25

At 6 P. M., via Camden and Jersey City Evening Mail 0

At 11 P. M., via Camden and Jersey City, Southern Mail 3 25

At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger,) 2d Class Ticket 1 50

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Oct. 1, 1859. WM. H. GATZMER, Agent.

NOTICES.

NOTICE.—The PENNSYLVANIA RAILROAD COMPANY hereby gives notice, in accordance with the provisions of an Act of Assembly entitled "An Act relating to Liens of Common Carriers and Others," approved March 18, 1858, to the owners, the consignees, and to all other parties in any way interested, that if the goods, wares, or merchandise, mentioned in the schedule attached to this notice, that the same remains on storage at the respective Stations named below—that they were carried upon the line of said Railroad at the dates and to the consignees mentioned in the schedule, and there is due upon the same the respective amounts stated in said schedule. Not one hereby give to the said owners, consignees, and parties interested, in accordance with the provisions of said Act of Assembly, that unless said goods, wares, or merchandise are claimed and the charges paid, they will, under the provisions of said Act of Assembly, be sold by Public Sale, at the Depot of the said Pennsylvania Railroad Company, No. 157 DOCK Street, in the city of Philadelphia, on MONDAY, December 19th, 1859, commencing at 10 A. M., and that the proceeds will be applied to the payment of charges and expenses, and the residue, if any, will be held subject to the order of the owner of the property sold:

DATE.	CONSIGNEE.	ARTICLES.	FREIGHT
		AT PHILADELPHIA.	
1854.			
Nov 7,	John Hibbins,	2 bbls li