

LITERATURE.

REVIEW OF NEW BOOKS.

From Porter & Coates we have received "The Woman who Dared," by Epes Sargent. Published by Roberts Brothers. In what he probably imagines to be blank verse, Mr. Sargent relates the story of a woman who dared to pop the question, and incidentally enters upon the discussion of the various phases of the women's rights question—the poor question that has suffered more from the discussions of its friends than all the abuse of its enemies. Mr. Sargent never was and never will be a poet. In the work before us he has made the not uncommon mistake of supposing that lines of even syllables must necessarily be verse without regard to such matters as melody and rhyme, and a very large proportion of his blank verse is simply prose, and very prosy prose at that. Here is a fair specimen of the whole work:—

"Here dwelt three beings, who the neighbors said, Were husband, wife and daughter, and indeed There was no sign that they were otherwise. Their names were trivial, they lived secluded, Saw no society, except some poor Old pensioners who came for food and help; Though when far days wined, they would take The omnibus and go and see the paintings At the Academy, or hear the music At opera or concert; then, in summer, A visit to the seaside on the hills Which of us would not have been written."

The same house sends us "German Tales," by Berthold Auerbach, translated by Charles C. Shackford. This is the seventh volume of Roberts Brothers' neat and attractive "Handy Volume Series," and the merits of the stories ought to secure them a large circle of readers. The stories are "Christian Geller's Last Christmas," "The Stepmother," "Benigna," "Rudolph and Elizabeth," and "Erdmutha." These are distinguished by that subtle insight into character for which this author's works are celebrated, and brief as they are, each story is as finely finished as the more elaborate tales that have made Auerbach's reputation. The high moral and religious tone that pervades these stories induces us to recommend them as eminently fit for Sunday-school libraries. Their literary merit is far above that of the majority of the works put forth as religious reading for young people, and this is a very great merit in the connection we suggest. The translator has prefixed a brief sketch of Auerbach and his writings that will be read with interest.

Claxton, Remsen & Haffelinger send us "Romola," the fifth and concluding volume of Harper's edition of George Eliot's works. This novel is a great work of art, that already has an assured reputation in literary circles, but that well deserves to be much better known than it is among the mass of readers. The same house sends us "A Beggar on Horseback," by the author of "Carlyon's Year," "Last Sir Massingberd," etc. This is an interesting story by a popular writer. Published by Harper & Brothers.

J. B. Lippincott & Co. send us "The Pilgrim's Progress" and "From the Crisp to the Cross," in words of one syllable. Published by George A. Leavitt. We noticed these very excellent books for children a few days ago, but we again commend them to the notice of those who wish to provide their youngsters with good, wholesome reading. Messrs. Lippincott & Co. also send us the November number of the Sunday Magazine, which is, as usual, full of excellent religious articles by some of the best English writers.

From T. B. Peterson & Brothers we have received "Linda; or, the Young Pilot of the Belle Creole." This is the first volume of an entirely new edition of Mrs. Caroline Lee Hentz's works. It is prefaced by a biographical sketch of the author, which will please the many admirers of her writings. "The Young Pilot" is one of the most popular of Mrs. Hentz's stories, and in some particulars it is doubtful whether she has ever surpassed it.

The November number of The Philadelphia Photographer has an excellent series of articles on practical and artistic photography, and it presents a complete record of photographic transactions in the United States and Europe. This publication is of course intended particularly for photographers, but its articles may be read with interest by all who are interested in the fine arts. The monthly "specimen" is a very fine picture of the Yosemite Valley, taken by "Helios," of the Cosmopolitan Art Gallery, San Francisco.

We have received a reprint of the Freeman's Journal of October 31, 1781, which gives the full particulars of the surrender of Lord Cornwallis, with the letters transmitted by Washington to Congress, giving the full particulars of the siege of Yorktown and the surrender of the British army. This curious and very interesting reprint is as nearly as possible a fac-simile of the original, and as a historical document of the first value, it is well worthy of the attention of all who desire to obtain a vivid picture of one of the most momentous incidents of American history. Published by W. Syckelnoore, Evening Telegraph Building, Fifth story.

The Duty of the Third Party in France.

The London Saturday Review. The postponement of the meeting of the Corps Legislatif, though it can hardly be said to be injurious, both to the Emperor and to his existing Cabinet, may be extremely useful to the cause of good government in France. At present the Third Party seems to be simply scared at the unexpected success which has attended its efforts. For a short time the 116 and their interpellation were in the mouths of all men. France had awoke from the slumber of seventeen years, and had found herself by a happy accident in possession of worthy representatives. The nation was no longer content to oscillate between an extreme Imperialism and an equally extreme Socialism; it had asserted its claim to a permanent organization and to the possession of national freedom. The Emperor paid these new champions the compliment of declining a battle. He got rid of the Corps Legislatif without loss of time, and after his Parliamentary critics were well out of the way, he proceeded to reconstruct the Constitution. It was an unfortunate start for a Parliamentary regime, and, coupled with the fact that the Emperor had chosen his Ministers without reference to the party to which he professed to be making concessions, it threw considerable doubt on the genuineness of the Imperial surrender. It is hard, no doubt, for a permanent organization to assert itself when Parliament is not sitting; but, in this case, resignation to unavoidable obstacles seems to have been carried to more than Christian lengths. Since the close of the interrupted session nothing has been heard of the Third party. They can hardly plead that the existing order of things in France permits of no political demonstrations, because a Government which has granted impunity to the Republicans can scarcely have given less license to a section of the Opposition which accepts the Napoleonic dynasty, and only quarrels with its particular acts. In spite of the jealousy with which the rights of public meeting is viewed by the Executive, we do not believe that any objection would have been made to its judicious exercise; and, supposing they were kept within proper bounds, few things would be of more use in France at this moment than such speeches from members to their constituents as have become so customary, not to say wearisome, in England. The Republicans have means enough of communication between leaders and followers; their strength lies among the artisans of the great towns, and a class every member of which reads either the Revue or the Reforme, is not likely to be ignorant of the views expressed from the moment of action arrived. But the moderate politicians of France have no such resource as this, and, if they are to turn the victory of last summer to any good account, they must make the relation between representatives and constituents need political education. That they are ripe for it is evident from the numbers which voted with the Opposition in May, and from the pressure the Government had to exercise to prevent its nominal majority from degenerating into a nominal minority. But something more than good-will is wanted in the voter when the deputy is engaged in the tremendous task of overthrowing arbitrary government without having recourse to revolution. The Third Party, if it does not intend to lay down its arms, and to suffer France to make its choice between a repetition of the days of June and a second coup d'etat, will need intelligent as well as active support. Enthusiasm without knowledge is the counterpart of zeal without discretion—a motive power, indeed, of vast force, but valueless for any practical purpose. From the uncertainty which must always exist as to the direction in which it will operate. At present a really reasonable Opposition seems to have grown up throughout France, but what is known of the elements which go to compose it affords but scanty ground for confidence in its consistent appreciation of the principles on which alone such an Opposition can rest. If it is left to its own devices, if its natural leaders take no pains with its political education, if it is left to resist as best it may the contagion of wild hopes and wilder fears, there are but two fates which can happen to it. It will drift, according to the bent of its inclinations, to the Republicanism which waxes on one side, or to the blind and panic-stricken Conservatism which appeals to it on the other. If this catastrophe is to be prevented, it can only be by the diffusion throughout the constituencies of more enlightened political convictions than are as yet common in France. The first step to this end must be the education of the educators. It is creditable to the political acuteness of the members of the Third Party that they should have seen instinctively that Socialism could only be defeated by liberty. The natural tendency of weak men—and it would be flattery to assume that there are not many among the 116 to whom this epithet applies—is to meet danger by doubling the precautions already taken. The Third Party has been superior to this temptation. It has measured the protective power of the Imperial system, and found it wanting; and it has thereupon begun to retrace the path it has trod so meekly since 1851. It can hardly be supposed, however, that this intelligence is, in the majority of its members, anything more than instinctive. The Third Party in the Corps Legislatif needs political training almost as much as the Third party in the country. It needs to know its own mind, to be sure of its own wants, to realize the evils it wishes to see removed, and the means by which their removal is to be effected. If it is to hold its own in the Corps Legislatif, and not to disappear as a mere spark from the mutual contact of stronger convictions than its own, it must bring forward a definite programme. It is to be wished that there were more evidence that this obligation is adequately understood by those on whom it rests. The Third party may of course be constructing its profession of faith in the privacy of unreported meetings. But privacy is not the fashion just now in France, and if there were any active intercourse going on between those who signed the interpellation, we fancy that the world would have heard of it. If there were nothing of the kind yet, it is high time that the process should begin. The 24th of November is not, after all, a very distant date, and if its arrival finds the Third party unprepared and helpless, it is not difficult to predict their fall as a separate organization. Under ordinary circumstances this might be a subject for regret. The multiplication of Parliamentary sections can rarely be other than a disadvantage. But in France at this moment the Left does not seem to command the materials out of which a working opposition can be constructed. With but few exceptions its members have the mark of irresolution. If they are not pledged to overthrow the Empire, they are the sworn enemies of the Emperor, and while Napoleon III lives the two characters are, at least for negative purposes, virtually identical. A deputy who cannot accept office at the hands of the "Man of December" is shut out by that very fact from all immediate political combinations. An amalgamation, therefore, between the Third Party and the Left would be no real gain to the cause of liberty. It would only introduce fresh complications by consigning the working section of the Opposition to the hands of impracticable leaders. But unless the Third Party can find leaders within its own body, this must be its ultimate destiny except so far as Imperialism reasserts its influence over those who were but lately its devoted adherents. That the Emperor foresees and is preparing for some such result is far from improbable. His whole conduct since the publication of his Message is consistent with this view. The promulgation of the Senatus Consultum showed that he did not intend his concessions to be altogether illusory. It is under the amended Constitution that France is for the future to be governed. But the choice of the Imperial instruments pointed to a determination to discredit the Third party after only a mock trial. The new Ministers are for the most part unknown, and the disgrace of their failure will fall—at all events the Emperor may conceivably hope so—on the party which was the indirect cause of their being raised to power. You have driven me, he will say, to reject my own trusted servants, and to make my choice between irreconcilables who will not and men of straw who cannot serve me. I have let you have your own way, and now you complain of the consequences. Perhaps in future you will confess that I know what France needs better than you do, and will allow me to carry out my own reforms in my own way. It is just possible that the nation, disgusted by a Parliamentary fiasco, and alarmed by such scenes as those witnessed at Belleville the other day, may assent to this reasoning, and allow the execution of the late reforms, and the development of ministerial responsibility, to be entrusted to the hands of M. Rouher. If so, the consequences are not hard to foretell. The most favorable opportunity France has had for years of restoring Parliamentary government will have been thrown away, and the nation will again be left to choose between anarchy and despotism, with the miserable certainty that each in its turn the precursor of the other. It rests with the Third party to prevent this catastrophe. They can make it clear to the country that this ministry is none of their choosing, and by this means they can make it impossible for the Emperor to plead, on its failure, that he has no other alternative open to him but to recall M. Rouher. The indispensable condition of all this is, to make themselves a power in the Corps Legislatif, and upon their ability to rise to the level of this imperative necessity depends the immediate future of France.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington street as follows:—

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 1:30 M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, and Peermans.

Edgewood, Magnolia, Chasco, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Philadelphia, 6:30 A. M., Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Express for Portress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 9:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Wilmington 6:00 and 8:00 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train will stop at all stations between Philadelphia and Wilmington, all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:30 A. M., Way Mail; 9:30 A. M., Express; 9:30 P. M., Evening Express.

SUNDAY TRAIN FROM BALTIMORE.

Leave Baltimore at 7:30 P. M., stopping at Magnolia, Portress Monroe, Chester, Perryville, North-East, Newark, Elkton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations between Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 6:00 A. M., 12:00 P. M., and 6:00 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Locomo.

A Freight Train, with Passenger Car attached, will run daily, except Sundays, at 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 6:00 A. M., 12:00 P. M., and 6:00 P. M.

Trains leaving Wilmington at 6:00 A. M. and 4:15 P. M. will connect at Locomo Junction with 7:00 A. M. and 4:30 P. M. Trains for Baltimore, Centre, and South, and will be procured at Ticket Office, No. 825 Chestnut street, under Continental Hotel, where also are left for Chester, Philadelphia, and other points on B. & O. R. R. For Long Branch, and other points on B. & O. R. R., at 8 and 10 A. M., 12, 2, 3:30, and 4:30 P. M., for Trenton.

At 6:00 A. M., 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delaware.

At 6:00 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverdale, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 10 P. M. line leaves Market Street Ferry, (Upper Ferry), at 9:30 P. M.

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Lines, via Jersey City, Pa., 3:25 P. M., and 11:30 P. M. For Trenton and Bristol, and 10:15 A. M. and 6 P. M. for Bristol.

At 7:00 and 11 A. M., 2:30 and 5 P. M. for Morrisville and 4:15 P. M.

At 7:00 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwall, Torrington, Holmesburg, Tacony, Wissinong, Philadelphia, and Trenton, and at 3:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

At 9:30 A. M., 1:30, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City, Pa., 3:25 P. M., and 11:30 P. M.

At 9:30 A. M., 1:30, 4, 6:45, 8, and 12 P. M., for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck, Edgington, Cornwall, Torrington, Holmesburg, Tacony, Wissinong, Bridgeburg, and Philadelphia.

The 9:30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.

Excursion Tickets from Reading, Keokuk Depot, take the cars on Third or Fifth street, at Chestnut, 30 minutes before departure. The cars at Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut streets, within one square. On Sunday and Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines.

DELWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Thacka, Oswego, Rochester, Binghamton, Olean, and other points on the Delaware, Wilkesbarre, Schooley's Mountain, etc.

At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Lewisburg, Newburg, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER FERRY).

At 6:00 A. M., 12:00, 3:30, 6, and 9:30 P. M., for Meriden, Hightstown, Hartford, Massena, Whiteport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewisburg, Wrightstown, Cookstown, New Egypt, and Hornersburg.

At 7 A. M., 1 and 3:30 P. M., for Lewisburg, Wrightstown, Hartford, Massena, Whiteport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewisburg, Wrightstown, Cookstown, New Egypt, and Hornersburg.

WILLIAM H. GATZMEYER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY-THIRD STREET, at 7:00 A. M., 11:30 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market Street, at 7:00 A. M., 11:30 A. M., 1:45 A. M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.

Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen, and B. C. Junction. Passengers to or from Lenni and B. C. Junction, will take train leaving West Chester at 7:45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction, will take train leaving West Chester at 7:45 A. M., and change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chestnut and Walnut streets cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 9:30 P. M.

Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M.

WILLIAM C. WIEBLER, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—

On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia, to Philadelphia:—

MAIL TRAIN leaves Philadelphia at 9:20 P. M., and arrives at Williamsport at 11:30 A. M.

ERIE EXPRESS leaves Philadelphia at 7:50 A. M., and arrives at Williamsport at 9:00 A. M.

ELMIRA MAIL leaves Philadelphia at 6:10 P. M., and arrives at Lock Haven at 7:30 P. M.

MAIL TRAIN leaves Erie at 8:15 A. M., and arrives at Philadelphia at 9:20 A. M.

ERIE EXPRESS leaves Erie at 9:30 P. M., and arrives at Philadelphia at 6:10 A. M.

ELMIRA MAIL leaves Erie at 6:50 A. M., and arrives at Philadelphia at 7:15 A. M.

ERIE EXPRESS leaves Erie at 9:25 A. M., and arrives at Philadelphia at 10:45 A. M.

ELMIRA MAIL leaves Erie at 7:15 P. M., and arrives at Philadelphia at 8:45 P. M.

ERIE EXPRESS leaves Erie at 8:45 P. M., and arrives at Philadelphia at 10:15 P. M.

ELMIRA MAIL leaves Erie at 6:25 P. M., and arrives at Philadelphia at 7:50 P. M.

ERIE EXPRESS leaves Erie at 7:55 P. M., and arrives at Philadelphia at 9:25 P. M.

ELMIRA MAIL leaves Erie at 6:00 P. M., and arrives at Philadelphia at 7:30 P. M.

ERIE EXPRESS leaves Erie at 7:15 P. M., and arrives at Philadelphia at 8:45 P. M.

ELMIRA MAIL leaves Erie at 5:45 P. M., and arrives at Philadelphia at 7:15 P. M.

ERIE EXPRESS leaves Erie at 6:55 P. M., and arrives at Philadelphia at 8:25 P. M.

ELMIRA MAIL leaves Erie at 5:20 P. M., and arrives at Philadelphia at 6:50 P. M.

ERIE EXPRESS leaves Erie at 6:35 P. M., and arrives at Philadelphia at 8:05 P. M.

ELMIRA MAIL leaves Erie at 5:00 P. M., and arrives at Philadelphia at 6:30 P. M.

ERIE EXPRESS leaves Erie at 6:15 P. M., and arrives at Philadelphia at 7:45 P. M.

ELMIRA MAIL leaves Erie at 4:45 P. M., and arrives at Philadelphia at 6:15 P. M.

ERIE EXPRESS leaves Erie at 5:55 P. M., and arrives at Philadelphia at 7:25 P. M.

ELMIRA MAIL leaves Erie at 4:20 P. M., and arrives at Philadelphia at 5:50 P. M.

ERIE EXPRESS leaves Erie at 5:35 P. M., and arrives at Philadelphia at 7:05 P. M.

ELMIRA MAIL leaves Erie at 4:00 P. M., and arrives at Philadelphia at 5:30 P. M.

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ELMIRA MAIL leaves Erie at 3:45 P. M., and arrives at Philadelphia at 5:15 P. M.

ERIE EXPRESS leaves Erie at 4:55 P. M., and arrives at Philadelphia at 6:25 P. M.

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ELMIRA MAIL leaves Erie at 2:45 P. M., and arrives at Philadelphia at 4:15 P. M.

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ELMIRA MAIL leaves Erie at 6:00 A. M., and arrives at Philadelphia at 8:30 A. M.

ERIE EXPRESS leaves Erie at 5:45 A. M., and arrives at Philadelphia at 8:20 A. M.

ELMIRA MAIL leaves Erie at 5:30 A. M., and arrives at Philadelphia at 8:10 A. M.

ERIE EXPRESS leaves Erie at 5:15 A. M., and arrives at Philadelphia at 8:00 A. M.

ELMIRA MAIL leaves Erie at 5:00 A. M., and arrives at Philadelphia at 7:50 A. M.

ERIE EXPRESS leaves Erie at 4:45 A. M., and arrives at Philadelphia at 7:40 A. M.

ELMIRA MAIL leaves Erie at 4:30 A. M., and arrives at Philadelphia at 7:30 A. M.

ERIE EXPRESS leaves Erie at 4:15 A. M., and arrives at Philadelphia at 7:20 A. M.

ELMIRA MAIL leaves Erie at 4:00 A. M., and arrives at Philadelphia at 7:10 A. M.

ERIE EXPRESS leaves Erie at 3:45 A. M., and arrives at Philadelphia at 7:00 A. M.

ELMIRA MAIL leaves Erie at 3:30 A. M., and arrives at Philadelphia at 6:50 A. M.

ERIE EXPRESS leaves Erie at 3:15 A. M., and arrives at Philadelphia at 6:40 A. M.

ELMIRA MAIL leaves Erie at 3:00 A. M., and arrives at Philadelphia at 6:30 A. M.

ERIE EXPRESS leaves Erie at 2:45 A. M., and arrives at Philadelphia at 6:20 A. M.

ELMIRA MAIL leaves Erie at 2:30 A. M., and arrives at Philadelphia at 6:10 A. M.

ERIE EXPRESS leaves Erie at 2:15 A. M., and arrives at Philadelphia at 6:00 A. M.

ELMIRA MAIL leaves Erie at 2:00 A. M., and arrives at Philadelphia at 5:50 A. M.

ERIE EXPRESS leaves Erie at 1:45 A. M., and arrives at Philadelphia at 5:40 A. M.

ELMIRA MAIL leaves Erie at 1:30 A. M., and arrives at Philadelphia at 5:30 A. M.

ERIE EXPRESS leaves Erie at 1:15 A. M., and arrives at Philadelphia at 5:20 A. M.

ELMIRA MAIL leaves Erie at 1:00 A. M., and arrives at Philadelphia at 5:10 A. M.

ERIE EXPRESS leaves Erie at 9:45 A. M., and arrives at Philadelphia at 11:15 A. M.

ELMIRA MAIL leaves Erie at 9:30 A. M., and arrives at Philadelphia at 11:00 A. M.

ERIE EXPRESS leaves Erie at 9:15 A. M., and arrives at Philadelphia at 10:45 A. M.

ELMIRA MAIL leaves Erie at 9:00 A. M., and arrives at Philadelphia at 10:30 A. M.

ERIE EXPRESS leaves Erie at 8:45 A. M., and arrives at Philadelphia at 10:20 A. M.

ELMIRA MAIL leaves Erie at 8:30 A. M., and arrives at Philadelphia at 10:10 A. M.

ERIE EXPRESS leaves Erie at 8:15 A. M., and arrives at Philadelphia at 10:00 A. M.

ELMIRA MAIL leaves Erie at 8:00 A. M., and arrives at Philadelphia at 9:50 A. M.

ERIE EXPRESS leaves Erie at 7:45 A. M., and arrives at Philadelphia at 9:40 A. M.

ELMIRA MAIL leaves Erie at 7:30 A. M., and arrives at Philadelphia at 9:30 A. M.

ERIE EXPRESS leaves Erie at 7:15 A. M., and arrives at Philadelphia at 9:20 A. M.

ELMIRA MAIL leaves Erie at 7:00 A. M., and arrives at Philadelphia at 9:10 A. M.

ERIE EXPRESS leaves Erie at 6:45 A. M., and arrives at Philadelphia at 9:00 A. M.

ELMIRA MAIL leaves Erie at 6:30 A. M., and arrives at Philadelphia at 8:50 A. M.

ERIE EXPRESS leaves Erie at 6:15 A. M., and arrives at Philadelphia at 8:40 A. M.

ELMIRA MAIL leaves Erie at 6:00 A. M., and arrives at Philadelphia at 8:30 A. M.

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ELMIRA MAIL leaves Erie at 5:00 A. M., and arrives at Philadelphia at 7:50 A. M.

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ELMIRA MAIL leaves Erie at 3:30 A. M., and arrives at Philadelphia at 6:50 A. M.

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ELMIRA MAIL leaves Erie at 2:00 A. M., and arrives at Philadelphia at 5:50 A. M.

ERIE EXPRESS leaves Erie at 1:45 A. M., and arrives at Philadelphia at 5:40 A. M.

ELMIRA MAIL leaves Erie at 1:30 A. M., and arrives at Philadelphia at 5:30 A. M.

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ELMIRA MAIL leaves Erie at 1:00 A. M., and arrives at Philadelphia at 5:10 A. M.

ERIE EXPRESS leaves Erie at 9:45 A. M., and arrives at Philadelphia at 11:15 A. M.

ELMIRA MAIL leaves Erie at 9:30 A. M., and arrives at Philadelphia at 11:00 A. M.

ERIE EXPRESS leaves Erie at 9:15 A. M., and arrives at Philadelphia at 10:45 A. M.

ELMIRA MAIL leaves Erie at 9:00 A. M., and arrives at Philadelphia at 10:30 A. M.

ERIE EXPRESS leaves Erie at 8:45 A. M., and arrives at Philadelphia at 10:20 A. M.

ELMIRA MAIL leaves Erie at 8:30 A. M., and arrives at Philadelphia at 10:10 A. M.

ERIE EXPRESS leaves Erie at 8:15 A. M., and arrives at Philadelphia at 10:00 A. M.

ELMIRA MAIL leaves Erie at 8:00 A. M., and arrives at Philadelphia at 9:50 A. M.

ERIE EXPRESS leaves Erie at 7:45 A. M., and arrives at Philadelphia at 9:40 A. M.

ELMIRA MAIL leaves Erie at 7:30 A. M., and arrives at Philadelphia at 9:30 A. M.

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ELMIRA MAIL leaves Erie at 7:00 A. M., and arrives at Philadelphia at 9:10 A. M.

ERIE EXPRESS leaves Erie at 6:45 A. M., and arrives at Philadelphia at 9:00 A. M.

ELMIRA MAIL leaves Erie at 6:30 A. M., and arrives at Philadelphia at 8:50 A. M.

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ELMIRA MAIL leaves Erie at 2:00 A. M., and arrives at Philadelphia at 5:50 A. M.

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