

NEW-YORKISMS.

From Our Own Correspondent. NEW YORK, March 15, 1870. New Newspapers. Punctuello is going to make his appearance next Saturday. It has created quite a stir among the humorous writers of the city and country, and enough original contributions have already been handed in and accepted to fill its columns for the next three weeks.

We are to have a new daily paper also. It is to be called the Age, is to be a two-cent newspaper, and to be under the managing editorship of Mr. Wood, at present one of the editors of the Sun. The Age will be owned and controlled by Mr. Rufus Hatch, and one of the principles upon which it will be conducted is opposition to the national bank system. As I said before, it will be a two-cent daily, and will very probably cut into the circulation of the Sun. The proprietors of the Sun, by-the-by, are extremely sorry to lose the services of Dr. Wood, who, for many months past, has shared with Amos Cummings the principal editorship of that journal. Dr. Wood I believe to be one of the most arduous and accomplished plodders in existence. The newspaper he happens to belong to is his god, and he loves it with all his heart, and soul, and mind, and strength. The result is that he wears himself out, and bears the appearance of a male blonde prematurely bleached.

Mr. Greeley and His Visitors. If the ensuing little anecdote was never in print before it ought to have been, and that is the best excuse I can give for relating it now. Mr. Greeley, like other distinguished men, is bored with visitors of whom it is not always easy to get rid. Among them, one day, was a man—an "old subscriber" probably, for it is generally your old subscriber, like an old friend, who takes the liberty of saying disagreeable things—who has some grudge against Horace on account of something that had been said in the Tribune. So without either standing quite within or entirely without the sanctum, and remaining perched upon the threshold, he commenced a tirade of some twenty minutes length, to which Mr. Greeley, writing spider's-webs on the footease before him, vouchsafed no reply.

"You've been carrying on this game a long time," said the subscriber at length in desperation, "but I've found you out."

"I'd rather you'd found me out than found me at home," answered the calligraphic sage.

"I've been talking to you all this while just to tell you what I think of you," pursued the angry visitor.

"You've been a devilish long time doing it," replied Greeley.

"And I've just come to say that you're no gentleman," added the subscriber, sure now that he had hit the mark.

"Who the—said I was?" remarked Greeley, going on with his writing.

The subscriber bolted and was never seen in that office again, and Greeley finished the article (it was on farming) as quietly as though nothing had happened.

Trains at the Bowers. Mr. Train lectures every Friday night at the Bowers. He has had hard work to obtain bearing space, and has not come down to the Bowers level without a desperate struggle. He wrote to every theatre manager in the city, from Wallack's down to Tony Pastor's, and received from them all unfavorable replies. Mr. Wallack was courteous and cold; Mr. Booth genial and religious; Mr. Daly admiring but declinatory; Tony Pastor gushing but regretful. Mr. Freiligh, the manager of the Bowers, accepted, on condition that he should provide the ushers and doorkeepers, that Mr. Train should furnish everything else, and that the money taken in should be halved between them. The consequence is that George Francis crows there more exultantly than he ever did at Tammany, says worse things with more applause, and puts forth more convincing claims of being the champion maniac of the nineteenth century. If that is his mission, however, he transacts it wonderfully well.

A Bit of Burnt Cork. In the latter part of last month Mr. Edwin Kelley, of the firm of Kelley & Leon's Minstrels heard of a dear little boy in Boston gifted with a wonderful soprano voice. Mr. Kelley is always on the lookout for novelties, and consequently sent an agent to Boston to interview the soprano, and if possible induce his parents to allow him to appear in this city at Kelley & Leon's Hall. The agent went and effected an interview; the soprano was pronounced to be equal to young Ocker; he was engaged, and brought to this city, where the magnificent sum of four dollars per week was paid for his bed and board. Mr. Kelley and the only Leon then present superintended his musical education, and about ten evenings ago the youthful soprano made his debut in a song called "Tuck me in my Little Bed." The Dear Little Boy was a success; the business went up; the audiences applauded; the Dear Little Boy sung to be tucked into bed every night, and not a woman among the audience but wished she had to tuck him in. At length, yesterday morning week, the Dear Little Boy asked Mr. Kelley for eight dollars to pay his two weeks' board, and also for four dollars to buy a change of toilet. Mr. Kelley complied—and that is all that has been seen of the Dear Little Boy.

The rest of this story will be found in the next number of the Fireside Fraud, price five cents, and for sale by ALI BABA.

SPIRITUALISM. Sad Suicide of a Swiss Family in Mexico.—From Opulence to Want.—A Mother's Call from Heaven and its Terrible Response.

A correspondent writes from Guadalajara of a triple suicide which was committed in that city on the 25th of January, and which created the profoundest sensation throughout the Province.

The police of the city received information that the house occupied by a French family, of the name of Favre, had not been open for some time, and that an insupportable stench was issuing from the premises. Officers were sent to force the doors, and they found inside the bodies of three unfortunates in a highly advanced stage of decomposition. A medical autopsy established the fact that they had destroyed themselves by suffocation, closing the apertures of the house, and lighting a pan of charcoal. They had been suffering greatly from poverty, but had clothed themselves in their very best attire—the well-served finery, the remnants of their former opulence. The family consisted of two sisters and a brother. The two girls lay in the same bed, wrapped in each other's arms; the brother was lying dead in another bed placed at some distance.

The Favre family were of Swiss origin. The father, who was a wealthy citizen of Geneva, lost all his fortune by the failure of a watch speculator. He died shortly afterwards, and his wife and three children removed to London, and thence emigrated to Mexico, wandering as far as Guadalajara, where the mother died. They remained here for some time, supporting themselves by manual labor, and earning, until the general stagnation of industry, a precarious livelihood. They were Spiritualists, and claimed to hold intercourse with their departed mother. On a table in the room were three notes, explaining their death to be the result of their own act, and in obedience to a communication from the mother, who from the spirit land declared nothing was wanting to complete her happiness save the company of her children.

There are some people in the city who know the young man, who say that the spiritual message from the mother was only a pretext, and that the young people, who had been nursed in opulence, were tired of manual labor, and heart-broken with the mal du pays, home sickness, which is known to have such powerful influence on the Swiss, that a regiment of the French Legion's Guard on hearing the *Ronde des Vaches*, were thrown into such states of sorrow that many became sick, forty or fifty deserted, and two died outright.

Crocodiles. Of all wild animals, the crocodile seems to be the most alarming and destructive. An Egyptian sportsman, who supported himself and his family by the produce of his gun, about six years since, with three of his neighbors, went to an island called Geizet-el-Arab—a favorite resort of crocodiles—to hunt for their eggs. As they were going round the island, three crocodiles escaped into the river. On examining the spot, a quantity of eggs were discovered in the sand. These they secured, and were proceeding back to their tent, when a crocodile who had watched the transaction rushed to the place of her deposit, and as rapidly returned to the river, and swimming, followed them opposite to their abode, where until nightfall her eyes were seen above the water. The sportsmen feasted smugly upon their spoil; but as soon as the last embers of their fire had died away, the crocodile charged them furiously, repeating her attacks several times during the night; and it was only by the frequent discharge of their fire-arms that they kept her off at all. The crocodile, which had hitherto remained harmless, now became furious, and attacked all the cattle it could catch upon the river-side. Among the victims was a fine mare in a neighboring village, who, as usual, was allowed to graze in the coarse abundant pasturage. One day, whilst drinking, she was seized in the back of the neck by the jaws of the crocodile. The mare, being a powerful animal, in an agony of pain threw up her head. The crocodile dropped upon her back, and with her strange burden the mare galloped off to her stable. The astonished villagers immediately set upon the crocodile with their *nahob*, or stout sticks, until she was induced to let her hold and dismount; but the mare died from the joint effect of her wounds and the fright.

During March, which is the breeding season, the crocodiles deposit their eggs in the sand on the banks, or, in preference, in small sand-banks or islands on the stream. The eggs, which are white and hard, in size resemble those of a domestic goose. One found on the White river measured exactly three inches and a half in length, and five inches and thirteen-sixteenths in circumference.

The care and anxiety bestowed by these ferocious creatures upon their eggs is astonishing. When about to lay, the female crocodile will dig with her claws a hole in the sand, six inches deep, drop her egg there, and cover it up. She will then make several holes around the first, to mislead those in search of her treasure. Every day she will add a fresh egg to her store, at the same time carefully enlarging the excavation, turning them and recovering them with sand. After they are hatched by the sun's rays, the mother will place her young in the shallow water of a retired creek, where she will nourish them until they are capable of feeding themselves.

Coriolanus and a Ring-Tailed Monkey. From the Chicago Republic. Immensoiff Conway, the abandoned tragedian, lives in the city of saints (Brooklyn), and is, while there, a member of the Sons of Temperance and similar "abstinence associations"; but when he visits the city of friends (New York), he usually, so the story runs, gets "blith, staving drunk." During one of the Gothamite excursions Mr. Conway found himself at the De Soto in company with little Tony Denier, the pantomimist, who is famous as the personator of Jocko, the Brazilian ape, and such characters. When the hour for breaking up arrived, Mr. Conway was escorted to the sidewalk by the obliging Denier.

"Which way are you going, Mr. Conway?" asked the pantomimist.

"I'm going home, sir, where every respectable man ought to go," replied the pompous tragedian.

"Where do you live, Mr. Conway?"

"I live in Brooklyn, sir, where every respectable man ought to live."

"Well, Mr. Conway, I'll go part of the way with you," said the still accommodating pantomimist.

"No, sir; you will not, sir," replied the tragedian. "No, sir! Coriolanus and a ring-tailed monkey!! No, sir!"

Those who are familiar with Mr. Conway's peculiarities of speech and manner may appreciate the foregoing.

ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE Sts., PHILADELPHIA, WHOLESALE DRUGGISTS, Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS. Dealers and consumers supplied at lowest prices for cash. 19 44

M. MARSHALL, DRUGGIST AND CHEMIST, AND WHOLESALE DEALERS IN PAINTS, OILS, GLASS, AND PATENT MEDICINES, Nos. 1301 and 1303 MARKET ST. 10 41

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READING RAILROAD.—GREAT BRUNNEN LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canada.

WINTER ARRANGEMENT. Of Passenger Trains, December 30, 1869. Leaving the Company's depot at Thirteenth and Calowhill streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 8:30 P. M. and Allentown at 9:30 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesboro, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wikebarre, Pittsburg, York, Carlisle, Chambersburg, Hagerstown, etc. Train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley Railroad for Harrisburg, etc. and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinesboro, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia, Reading and Pottsville, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 9:30 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Philadelphia at 9:30 P. M. for Pottsville, etc. Arrives in Pottsville at 10:30 P. M. Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M. and Pottsville at 8 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 9:05 P. M., and Pottsville at 9:45 P. M., arriving at Philadelphia at 11:30 P. M. Connecting at Pottsville with Reading and Pottsville, etc. Market train, with a passenger car attached, leaves Philadelphia at 11:30 P. M., for Pottsville and all way stations; leaves Pottsville at 12:30 P. M., and arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M. and Pottsville at 8 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 9:05 P. M., and Pottsville at 9:45 P. M., arriving at Philadelphia at 11:30 P. M. Connecting at Pottsville with Reading and Pottsville, etc. Market train, with a passenger car attached, leaves Philadelphia at 11:30 P. M., for Pottsville and all way stations; leaves Pottsville at 12:30 P. M., and arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

HARRISBURG ACCOMMODATION leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Pottsville and Allentown, etc. Market train, with a passenger car attached, leaves Philadelphia at 11:30 P. M., for Pottsville and all way stations; leaves Pottsville at 12:30 P. M., and arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Reading and Pottsville, etc. Market train, with a passenger car attached, leaves Philadelphia at 11:30 P. M., for Pottsville and all way stations; leaves Pottsville at 12:30 P. M., and arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

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1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND TRENTON RAILROAD COMPANY'S LINE FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET DEPOT. At 8:30 A. M. for Camden and Amboy Express. 9:30 A. M. M. M. via Camden and Amboy Express. 9:30 A. M. M. M. for Amboy and intermediate stations. At 6:30 and 9 A. M. and 3 P. M., for Freehold. At 8 A. M. and 3 P. M. for Long Branch and points on R. and D. R. R. At 8 and 10 A. M., 12 M., 3, 5, 8, 9, 10, 11, and 12 P. M. for Edgewater, Newark, Elizabeth, Patuxent, and Fish Hook, N. J., and 3 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry, (upper side).

FROM KENSINGTON DEPOT. At 7:40 A. M., 9:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. for Bristol. At 7:30 P. M., 9:30 and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., and 9:30, 5, and 6 P. M. for Schenectady and Edinburg. At 7:30 and 10:45 A. M., 9:30, 4, 5, and 6 P. M. for Corwells, Torrington, Holmsburg, Tacony, Wisconsin, Bridesburg, and Frankford, and at 9:30 P. M. for intermediate stations.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway. At 7:30 and 10 A. M., 12 M., 3, 5, 8, 9, 10, 11, and 12 P. M. New York Express Lines, via Jersey City, F. R. R. At 11:30 P. M. Emigrant Line. Fare, 25c. At 7:30, and 11 A. M., 4, 6:45, and 12 P. M. for Trenton, and 11 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenectady, Edinburg, Corwells, Torrington, Holmsburg, Tacony, Wisconsin, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily, all others, Sundays excepted.

LIVELY RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Chica, Oswego, Hamilton, Ontario, Syracuse, Great Bend, Montrose, Wikebarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. At 8:30 A. M. and 8:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 8:30 P. M. Line connects direct with the train leaving Easton for New York, Albany, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M. from Kensington Depot, for Lambertville and other stations.

CAMDEN AND BURLINGTON COUNTY RAILROADS. PHILADELPHIA AND HIGHTSTOWN RAILROADS. MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Philadelphia, Camden, Hightstown, Hartford, Massonville, Hainesport, and Mount Holly. At 7 A. M., 9:15 and 6:30 P. M. for Lambertton and Medford. At 10 A. M., 11 A. M., 3:30, and 5 P. M., for Smithville, Evansville, Vincocton, Birmingham, and Pemberton. At 7 A. M., 1 and 8:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Fresh Run, and Hightstown and Hightstown.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:15, 10, 11, 12 A. M., 1, 2, 3, 5, 6, 4:45, 4:55, 5, 5:15, 5, 5:20, 10, 11, 12 P. M. Leave Germantown at 6, 6:35, 7:35, 8:20, 9, 10, 10:10, 12 A. M., 1, 2, 3, 5, 6, 4:45, 4:55, 5, 5:15, 5, 5:20, 10, 11, 12 P. M. The 8:20 down train and 3:45 up trains will not stop at the Germantown Branch.

FOR NORRISTOWN. Leave Philadelphia at 9:15 A. M., 1, 3, 6, and 9:15 P. M. Leave Germantown at 9:15 A. M., 1, 3, 6, and 9:15 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Chesnut Hill at 7:30, 8:30, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:30 A. M., 1:40, 5:40, and 9:40 P. M.

FOR CONSHOHOCK AND NORRISTOWN. Leave Philadelphia at 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown at 7 A. M., 1, 5, 9, and 7 P. M. Leave Philadelphia at 9 A. M., 2, 4, and 7 P. M. Leave Norristown at 7 A. M., 1, 5, 9, and 7 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Manayunk at 6:10, 6:25, 7:10, 8:20, and 11:40 A. M., 9, 10, 11, 12, and 10 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2, 4, and 7 P. M. Leave Manayunk at 7:10 A. M., 1, 3, 6, and 9:15 P. M. Leave Philadelphia at 9 A. M., 2, 4, and 7 P. M. Leave Manayunk at 7:10 A. M., 1, 3, 6, and 9:15 P. M. Leave Philadelphia at 9 A. M., 2, 4, and 7 P. M. Leave Manayunk at 7:10 A. M., 1, 3, 6, and 9:15 P. M.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT-MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SCRANTON, ELIZABHTON, NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Taken effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BESS and MARKET STREETS, (Sundays excepted), as follows:—At 8:30 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Easton, Williamsport, Wikebarre, Mahanoy City, Pittsburg, Towanda, Waynesville, and connection with the ELIZABHTON RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and other points on the Great West. At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wikebarre, Pittsburg, Scranton, and points on the High Valley Railroad, and connection with the Erie Railroad for Buffalo, Niagara Falls, Rochester, and other points. At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wikebarre, Pittsburg, Scranton, and points on the High Valley Railroad, and connection with the Erie Railroad for Buffalo, Niagara Falls, Rochester, and other points. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Doylestown at 7:30 and 10:45 A. M., and 11:30 P. M. For Abington at 1:15, 2:30, and 8 P. M. For Doylestown at 8:30 P. M. On SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Bethlehem for Philadelphia at 7:00 A. M. Doylestown for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and baggage checked through at Mann's North Pennsylvania Passenger Express Office, No. 105 S. FIFTH STREET, 11 1

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on the Philadelphia, Baltimore and Chesapeake Bay Railroad:—Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington streets, at 7 A. M. and 4:30 P. M. A Freight Train will run via the Port Deposit and Pottsville routes at 9:30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 8:40 A. M., 9:25 A. M., and 9:25 P. M. On Saturday the 9:25 P. M. train will leave at 4:30 P. M. Passengers are allowed to take wearing apparel only as baggage, and no other will be received unless special contract is made for the same. HENRY WOOD, General Superintendent.

GREAT SOUTHERN MAIL ROUTE. ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, SAVANNAH, MONTGOMERY, MOBILE, LITTLE ROCK, RICHMOND, WELDON, WASHINGTON, SOUTH AND SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at T. O'BRIEN'S Street, 11 1

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington street as follows:—At 8:30 A. M. (Sundays 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 Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Newmarket, Newark, New York, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Ferryville, Havre-de-Grace, Ferryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington as follows:—Leave Philadelphia at 11:00 A. M., 9:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 9:30 A. M. Train will not stop between Chester and Philadelphia. Express Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. Leave Philadelphia at 8:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad. From Baltimore to Philadelphia—Leave Baltimore 7:30 A. M.; Way Mail; 9:30 A. M., Express; 9:30 P. M. Express. Leave Philadelphia at 8:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad. From Baltimore to Philadelphia—Leave Baltimore 7:30 A. M.; Way Mail; 9:30 A. M., Express; 9:30 P. M. Express. Leave Philadelphia at 8:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad. From Baltimore to Philadelphia—Leave Baltimore 7:30 A. M.; Way Mail; 9:30 A. M., Express; 9:30 P. M. Express. Leave Philadelphia at 8:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad. From Baltimore to Philadelphia