THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, OCTOBER 11, 1867.

MISSES.

Unlucky Vulcan ! Venus tricked him: A fashion with the ladies this is. I'm not amiss; but I'm a victim To a whole host of wicked misses

Miss Fit supplies my boots and coats, And vain is all my indignation;

My cashbook and my gald and notes Are managed by Miss Calculation.

Miss Take has played me many a trick; Miss Spell will always write my letters, Miss Trust declines to give me tick; Miss Manage lets off all my debtors.

Miss Print is wont to spoil my rhyme-A very wicked habit is hers;

And if they quote me any time, Miss Quote's the girl to use the scissors.

When Christmas bumpers overflow, And bells ring loud from many a minster, I can't get near to Miss L. To,

Save with some very ancient spinster.

Well, easy 'tis down hill to glide, And vain the Parcie to importune; So let me wed my bonny bride-

A charming child she is-Miss Fortune.

-Echoes from the Clubs.

Skilled and Unskilled Laborers in England.

The Pall Mall Gazette says:-"There are two points brought out in the evidence taken by the Trade Union Commission which are essential to a thorough comprehension of the trade union question, but which have not received the attention they deserve. The first of these is the proportion borne by the skilled artisans engaged in various trades to the unskilled ones, or mere laborers, auxiliary to those artisans, dependent upon the continuance of their work, rendered destitute when they strike, yet not members of the union nor supported by its funds. The second is, the comparatively small proportion of the unionists to the whole number of workmen in each separate trade or industry. Both points are most important-the one as showing the collateral suffering caused by strikes to those unconnected with them and unable to prevent them; the other as showing how small is often the minority which, by its organization, is enabled to control the majority.

"It appears from the evidence of Mr. Mault secretary to the General Builders' Association, that the entire number of workmen engaged in the building trades is about 900,000, classed as follows:-

Carpenters and Join-2,088

810.219 "The mere laborers, especially if we include the laborers in brick-fields who knead the clay, amount to more than one-fourth of the whole number.

"But of the 621,000 who may be considered as skilled laborers and artisans, it appears that only 90,500 are Union men, i. e., about one-seventh, the proportion varying from six per cent. among the brickmakers to thirty per cent. among the plasterers. That is to say, putting the two results together, one Unionist can coerce six non-unionists, and every three skilled laborers can, according to their will, deprive one unskilled laborer of bread."

A Siamese Execution.

The Bangkok Monitor gives the following

account of an execution at the Siamese capi-"At the time of our arrival a number of

Buddhist priests were in the act of praying over the swords of the executioners, with lights, barning on an altar erected immediately in the

sorrow and indignatins of the popular mind. Mr. Loring was a sincere and devoted Christian, whose amiability and benevolence endeared him to his fellow-citizens, and whose demise has cast quite a gloom over Boston society.

Shakespeare and the Laws of Gravita-tion. A writer in the Patt Mall Gasette says:-"While the forged letters which would have handed from Newton to Pascal the credit of having discovered the laws of gravitation are so much discossed, it may be as well to remind the general reader of Shakespeare's claim to a share in that credit. There is quite enough to suggest the whole theory in those lines in "Troitus and Cressida:'-'Troilus and Cressida:'-

But the strong base and building of my love Is as the very centre of the earth. Drawing all things to it.'

"In another passage in the same play we find the expression, "True as the earth to its centre.""

LEGAL NOTICES.

REGISTER'S NOTICE.- TO ALL CREDI persons did, on the dates affixed to their names, file the accounts of their Administration to the estates of these pensons deceased, and Guardians' and Trustees' accounts whose names are undermentioned, in the office of the Register for the Probate of Wills and Granting Letters of Administration. In and for the City and County of Philadephins; and that the same will be presented to the Orphans' Court of said city and county for confirmation and allowance, on the third *RIDAY in October next, at 10 o'clock in the morning, at the County Court House in said city. 1867. and county for confirmation and allowance, on the third +RIDAY in October next, at 10 o'clock in the morning, at the County Court House in said city.
Sopt 4, Charles Hathaway, Administrator of MARIA HATHAWAY. Geceased.
4, James Finles, Executor of CHARLES HEP-BURN, deceased.
4, Thomas Finley, Administrator of CHARLES HEP-BURN, deceased.
5, Henry W. Spencer, Administrator of c. A. R. E. L. a. and Trustee of WILLIAM McGLEN. S. TUCKER, deceased.
6, Daniel M. Fox, Trustee of ELIZABETH FRASER, deceased.
7, George T. Bispham, Administrator of SAML S. TUCKER, deceased.
8, Edward M. Faxson et al., Executors of Dr. DAVID JAYNE, deceased.
9, Edward M. Faxson et al., rustee under the will of LENNY PHATT. deceased.
9, Francisca Kalser, Administrator of MAXA. MILLAN KAISER, deceased.
9, Berry Prats McSoan et al., Trustees under the will of LENNY PHATT. deceased.
9, Francisca Kalser, Administrator of MAXA. MILLAN KAISER, deceased.
9, Byron Woodward, Administrator of WILLIAM RUCAFERY, deceased.
9, Byron Woodward, Administrator of VILLAM RUCAFERY, deceased.
9, Byron Woodward, Administrator of YTER, a minor.
9, Byron Woodward, Administrator of YLL LIAM RUOADS, deceased.
9, Byron Woodward, Administrator of YLL LIAM RUOADS, deceased.
9, Byron Woodward, Administrator of YLL LIAM RUOADS, deceased.
9, Byron Woodward, Administratify of JACOB ALBY decoased.
9, Byron Woodward, Administrator of YLL LIAM RUOADS, deceased.
9, Byron Woodward, Administrator of JACOB
9, Susannak RUDAG et al., Executors of WILLIAM RUOADS, deceased.
9, John Clayton, Guardian of JOHN, deceased.
9, John Clayton, Guardian of JOHN, deceased.
9, John Clayton, Guardian of JOHN, deceased.
9, Byron Woodward, Administrator of JACOB
10, Deph Jones and John Soft, Keecused.
11, John Clayton, AM BOLLER, deceased.
12,

- deceased,
 15, Edward Hergesheimer, Administrator de bonis non of GEORGE HERGESHEIMER,
- eccased.
- deccased.
 20, Penna. Co, for Ins. on Lives, etc., Guardians of E. LEWIS ANDREWS, late a minor.
 20, Penna. Co, for Ins. on Lives, etc., Executors of MIRIAM CRIDLAND, deccased.
 21, Penna Co, for Ins on Lives, etc., Guardians of HOWARD and JOSEPH DUBS, late whore:
- ¹¹ 21, John H. Hammitt, Administrator of PUB-NFLL J. HARRINGTON, deceased,
 ¹² 21, Alfred Fassitt, Guardian of H. C. STILES, late

- 21. Alfred Passitt, Guardian of H. C. STILES, late a minor.
 21. Charles W. Merrefield, Administrator of JOHN GUEST MERREFIELD, decrased.
 23. T. A. Budd, Jr., Administrator of THOMAS ALL'BONE, decrased.
 24. John Craig Miller, Trustee (as filed by his ex-ecutor), under the first clause of the first codicil to the will of MARY W. DALE, de-ceased.
 23. Spencer Roberts, Trustee of ELEANOR TY-SON, deceased.
 24. Spencer Roberts, Trustee of WILLIAM H. C. BOHLEN, duceased.
 25. Robert Olden, Administrator of ESTHER OLDEN, dcceased.
 26. George Remeen, Administrator of JOHN A. REMSEN, dcceased.
 25. George Remeen, Administrator of JOHN A. REMSEN, dcceased.
 25. Charles D. Stackbouse et al., Executors of

GOVERNMENT SALES. LARGE SALE OF PUBLIC PROPERTY. OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. Is STATE STRIFT, NEW YORK, OCI, 4, 1867.] Will be sold at Public Auction, at the Depoi of Army Clo hing and Equipage, No. 400 WASHING. TON Street, New York city, on TUESDAY, the 72d day of Cetober, 1867. commencing at 11 o'clock A. M., to be continued from day to day, the following arti-cles of Army Clothing and Equipage. 22,621 Woollen blankets. 68,455 Pegged Bootees, pairs, 83,125 Hand-sewed Bootes, 25,500 Hashd - sewed 25,500 Hashd - sewed so,125 Hand-sewed Boot-ees, pairs.
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so,520 H and -s e w ed pairs.
so,520 H a Shirts.
 a Shirts. 460 do. Hospi-tal Stewards.
 144 Eagles for Lt. Art. 26 do, do, Ordnanca, 26 do, do, Ordnanca, 26 do, do, Art, Music, 961 do, do, Infl. do, 16,660 Mosquito bars, 981 do gunta bars, 8 Tultps, do. do. 227,112 Hat Eagles. 7,425 do. castles, 4,032 Shells and flames, 4.032 Shells and flames, 50,815 Crossed sabres, 8, 42,668 do. caunon, 9, 277,148 Hat bugies, 39,797 do. cords, Cav-alry, 30,157 do, do, Artillery, 1,252,604 do. letters, 55 do. Cord and Tas-sels, 56 do. Cord and Tas-228,725 Knapencks. 8.990 do, straps, sets, 100,201 Haversacks, 238 do. unpainted. 222.511 Canteens. 4.255 Cotton overalls, 4.255 Cotton overalls, 1,44,108 Hat Numbers, 19,499 do, Feathers, 1,622 Do, Bugles, Non, Si do. Cord and Tas-sela,
439 Hovp. Stewards Cap Wreaths.
53 Kuit Drawers,
540 Unit. Coats, Inft., Boya,
425 Trowaers, foot, B's,
104 Pairs Bootees, do.
106 Shirts, Flannel.do.
739 Grey Bine Great Coats. foot,
74 Trowsers, foot. 1.000 Brass Scales, N. C. S., pairs. 4,0003 Brass Scales, Sergeants, pairs, 100 Scale Buttons, prs. 453 Hosp. Stewards Letters U. 407 Hosp. Stewards 407 Hosp. Ste Letters S. 74 Trowsers, foot, 156 Trowsers, 10 Grey Bine, 1,542 Scale slides, pairs, 4,517 Cap Givers, 3,803 Fifes, 382 Rings for Lt. Art. root 17 Taimas and Hoods 150 Unit, Coats, Art. 202 kings for Li. Ari, Caps, pairs, 21 Red Hair Flumes, 13.663 Pickares, 16.825 do, handles, 16.836 Axes, feiling, 6.669 do, handles, 16.616 do, slings, 25,597 Hatchets, 24,999 do, handles, 16.919 do, handles, Kersey. 14 Turbans, Z mave. 968 Wall Tent Poles 11 Red Hilr Flumes, 16,003 Pickaxes, 16,003 Pickaxes, 16,005 Pi

SALE OF UNSERVICEABLE QUARTERMAS

DEPOT "UARTERMASTER'S OFFICE.

By direction of the Quartermaster General, a large body of Quartermaster General, a large lot of Quartermaster Stores, rated as unserviceable will be sold at auction, at Lincoln Depot, under this supervision of Brevet Colonel Asa P. Blint, A. Q. M. commencing on MONDAY, October 14, at 10 A.M., con

Conservation was no sustained from.
45 Anvils. 113 Brace Bits. 144 Mule Bits.
292 Riding Bridle Bits, 1,160 Wagon Bridles,
158 Ambulance Bridles. 414 Office Chairs.
3,056 H. & M. Collars,
1,046 Wagon Covers, 99 Office Desks
930 Handsaw Files.
982 assorted Files, 706 Head Halters and
Straps.
494 yards Cocoa Mat-
ting. 200 joints Stove Pipe.
600 Breeching Rinns.

RAILROAD LINES.

RAILROAD LINES. RAILROAD LINES. REAL PHILA DELIPHIA TO THE INTERIOR OF FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL SUS QUEHANNA, CUMBERLAND, AND WYOMING VALEYS, THE NORTH, NOETHWEST, AND THE CANADAS FALLEYS, THE NORTH, NOETHWEST, AND THE CANADAS FALL ARRANGEMENT OF PASSENGER TRAINS, MONDAY, September 20, 1867. AND AND AND AND AND AND WYOMING NORTH OF ACCOMMODATION. A 730 A. M. for Reading at 530 F. M., arriving to mindelphis at 910 F. M. MORNING ACCOMMODATION. A 750 A. M. for Reading at 530 F. M., arriving to mindelphis at 910 F. M. MORNING EXPRESS. A 545 A. M. for Reading at 530 F. M., arriving to philadelphis at 910 F. M. The train connects at READING. Harrisburg, Studenty, Williams potisville, Pinegrove, Tamaqua, Sunbury, Williams outsuite, Readers, Pilaton, York, Carliste The train connects at READING. With East Penn Syvanis Reliroad trains for Alleutown, etc., and the strain connects at READING, etc., and the Syvanis Reliroad trains for Alleutown, etc., and the stansburg, Lock Haven, Elmira, etc., at HARBIS STATUNTON with Catawissa Raliroad trains for Willing Stansburg, Lock Haven, Elmira, etc., at HARBIS STATUNTON with Catawissa Raliroad trains for Neiley und Schuylkill and Susquehanna trains for Neiley and Schuylkill and Susquehanna trains for Northurn-and Schuylkill and Susquehanna trains for Neiley and Schuylkill and Susquehannersburg, Fine (MIN TON SCHURTON SCHURTS)

nd Schuylkill and Susquehama trains for Northum-beriand, Willamsport, York, Chambersburg, Pine rows, etc. AFTERNOON EXPRESS Leaves Philodelphia at 350 P. M., for Reading potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION Leaves Potistown at 645 A. M., stopping at Inter-adiate Stations: arrives in Philadelphia at 955 P. M.; Reaves Potistown at 570 A. M., stopping at all way in Potistown at 570 A. M., stopping at all way that and static philadelphia at 555 P. M.; arrives in Potistown at 700 A. M., stopping at all way dations, arriving at Philadelphia at 500 P. M.; arrives been Potistown at 570 A. M., stopping at all way dations, arriving at Philadelphia at 500 P. M.; arrives in Potistown at 745 P. M. M. and Fottsville at 546 A. M., arriving in Philadel phis at 100 P. M. Afternoon trains leave Harrisburg at 210 P. M., Potistille at 245 P. M., arriving in Philis deiphia at 646 P. M. HARRISBURG ACCOMMODATION Leaves Reading at 715 A. M., and Harrisburg at for P. M., Connecting at Reading with Atternoon for an indentified state 630 P. M.; arriving in Philis deiphia at 645 P. M. Market train, with passenger car statched, leaves philadelphia at 246 noon for Potiaville and all way stations. Leaves Potiaville at 700 A. M. for Philadel-phia at 190 P. M. Market train with passenger car statched, leaves philadelphia at 246 noon for Potiaville and all way stations. Leaves Potiaville at 500 A. M., for Philadel-phila and all way stations. All the above trains run dally, Sundays excepted Sunday trains leave Potiaville at 500 A. M., and Philadelphia at 500 A. M., returning from Reading at 500 A. M. Exerces Potiaville at 500 A. M., and Philadelphia at 500 A. M., returning room Reading at 500 A. M. CHESTER VALLEY RAILROAD.

P, M.

CHESTER VALLEY RAILROAD.

P.M. CHESTER VALLEY RAILROAD, Passengers for Downingtown and intermediate points take the 730 A. M., and 530 P. M. trains from Philadelphia, returning from Downingtown at 640 A. M. and 100 P. M. NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 160 A. M and 150 and 1006 P. M. and connecting at Harrisburg with Pennsylvania and Nothern Central Railroad express trains for Pitts-burg, Chicago, WPilamsport, Elmirs, Baltimoro, etc. Keurining, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 44 and 800 A. M. and 9 P. M., passing Reading at 44 and 800 A. M. and 9 P. M., passing Reading at 44 in New York at 1010 A. M., and 440 and 520 P. M Sleepingcarn accompany these trains through between press City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 24 P. M. Mall train for Harrisburg leaves New Yorl at 2M.

11 Mar. Hair train for intermoting reaves New Yori SCHUYLKILL, VALLEY RAILROAD, Trains leave Poltsville at 7 and 11:30 A. M., and 7:20 P. M., returning from Tamaqua at 7:55 A. M. and 1:30 and 2015 B. M.

Trains leave Pottsville at 7 and 1120 A. M., and 72 P. M., returning from Tamaqua at 750 A. M. and 72 and 415 P. M. St. HUY LKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont returning from Harrisburg at 220 P. M., and from Tre-mont at 736 A. M. and 525 P. M. TrickETH. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion tickets from Philadelphis to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets are obtainable only at the office of 8. BRADFORD, Treasarer, No. 227 8 FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superindent, Reading:-MILEAGE TICKETS. At 25 per cent. discount, between any points desired for families and firms. MILEAGE TICKETS. For three, siz, nine, or tweive months, for holders only, to all points, at reduced rates. MILEAGE TICKETS. For three, siz, nine, or tweive months, for holders only, to all points, at reduced at states. MILEAGE TICKETS. For three, siz, nine, or tweive months, for holders only, to all points, at reduced rates. The following tickets are obtainable only at the for families and firms. MILEAGE TICKETS. For three, siz, nine, or tweive months, for holders only, to all points, at reduced rates. The following tickets are between all points. MILEAGE TICKETS. For three, siz, nine, or tweive months, for holders only, to all points, at reduced rates. The all points, at reduced rates. The following the med the road will be furnished cards entilling themselves and wives to tickets at half fare. EXCURSION TICKETS From Philadelphis to principal stations, good for some soundary and Monday at attations.

the execution ground. After various doleful chants by the priests, accompanied by several pieces of colored cloths, knotted together, being put into the hands of the condemned and led to the hands of the priests the executioners, who were employed during this time driving stakes and arranging the cords in proper position, now commenced to take the ladder-shaped bond by which each prisoner was contined from his hands and neck, and led each severally to his stake, where his arms and legs were bound with strong withes, and a bamboo spear erected in front of each to receive the head after execution.

"Another chant, and then the prisoners received mouthfuls of fruits and preserves, and some pungent scented liquor from a bottle. Their executioners composed their heads in an upright positions, and placed small joss lights before them, and to all seeming recommended them to pray, which they did fervently; but their executioners, crawling, cat-like, from the covered walks behind, plnched and nudged the backs of their heads, to see if their presence of mind would allow them to receive the fatal blow without moving their heads. This being ascertained, their ears were immediately filled with mnd, and a mark made on the neck of each convict with the same material, to guide the coming stroke, including a repetition of the nudging and pinching.

"All being now ready, the executioners again stole from the covered walk in the rear, each flourishing his sword; and now the blows began to fall. One old hand so well performed his duty that 'his victim's head rolled at his feet with the first stroke; but all the rest took an amount of chopping and sawing which had the effect of disgnsting away most of the white spectators who came to witness the horrifying speciacle. The heads of the condemned were now erected on spears-one old man's we noticed kept its ensanguined jaws open and moving several seconds after death. The chains were now removed from their legs by chopping off the heel ends of each lifeless trunk, and we came away with disgusted and enervated feelings from this sanguinary scene."

OBITUARY.

Charles Greeley Loring.

The Hon, Charles Greeley Loring, a distin-guished Massachusetts lawyer, died at his summer residence, near Boston, on the after-noen of Tuesday, in his 74th year. He was born in Boston, May 2, 1794, and completed his education at Harvard College, where he graduated in 1812, and subsequently pronounced the Latin ora ion for the same year. Having studied law under the Hon. Charles Jackson and the Hou. samuel Hubbard, he was in doe course called to the bar, and won the confidence of the public by bis unswerving fidelity to the interests of his chients. He represented Suffolk county in the State Synate in 1862, which was the only political office he even held. In his more youthful days he commanded the New England Guards. He succeeded Mr. Everat in the Presidency of the Union Club, of which he was the first Vice-President. During he critical period of the Rehellion. Mr. Loring page to the generation Rebellion, Mr. Loring gave to the national cause the support of his influence and his elo quence, and his succed at the great Republican gathering at Fancu i Hall was one of the ablest appeals made to the patriotism of the people in that excluding time. On the occasion of the death of Edward Everett, he also delivered an could of how and excited, he also delivered an orally a in project of his deceased friend, which, through brief, was justly regarded as most follo-tons. But his happlest effort was the pathetic address which he pronounced at the meeting that assembled to deplote the assassingtion of timeoic and in which he convention of Lincoln, and in which he gave expression to the

REMSEN, deceased.
25. Charles D. Stackhouse et al., Executors of FOWELL STACKHOUSE, deceased.
25. William Houck, acting Executor of MARY TUTTON, deceased.
26. Jonathan B. Mitchell, Administrator of William H. CRAIGE, deceased.
26. Fennsylvania Company for Instrance on Lives, etc., Administrators c. t. a. of WIL-LIAM EINGHAM, LORD ASHBUR-TON deceased.

TIAM BINGHAM, LORD ASHBUR-TON, deceased.
29. Fremsylvaula Company for Insurance on Lives, etc., Guardians of CHARLES C. COXE, hate a minor.
26. William H. Coleman, Executor (as filed by his Administrator d. b. n.) of JOHN T. COLEMAN, deceased.
76. Samuel F. Ashion, Guardian of ISAAC L. TYSON, late a minor.
26. Jamea Maddee, Administrator c. I. a. of JAMES O'BRINE, deceased.
26. John R. Jones, Executor of MARY JANE ROWAN, deceased.
26. Charles W. Troiter. Executor of SUSAN TROTTER, deceased.
27. fut FREDERICK M. ADAMS, Register.
27. THE ADRDH ANS! COLUPT FOR THE CUTY

The AUDIT of the balance in the hands of the ac-containt, will meet the parties interested for the balance of the balance in the balance of the balance in the balance of the balance in 10.4 fmw.5i Auditor.

ESTATE OF CATHARINE F. ROLAND, L deceased.-Letters Testamentary on the will of said deceased.-Letters Testamentary on the will of said decedent having been granted to the under-lg: ed, all persons indebted to said Estate will make payment, and those having claims will present them to SUSAN C. HENDERSON, Executrix, No 106 RACE Street: to SUSAN C. HENDERSON, Executiv, No.109 RACE Street; THOMAS H. POWERS, 9 27 [6]*] No.105 SPRUCE Street; or to their Attorney, WILLIAM J. MCELROY, S. E. cor. SIXTH and WALNUT Sts., Philada.

DASTERN DISTRICT OF PENNSYLVANIA

H ASIERA DISTANCE OF FIGHTER AND A DISTANCE AND A SOLUTION AND A DISTANCE AND AND A DISTANCE AND

The District Court of said District, JOUN ROBERTS Assignee, 104 fit No. 128 S. BIXTH Street,

STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED

NOTICE.-THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE. The is an entirely new heater. It is so, con-rocted as to at once commend tiself to general lawor ery simple. In its construction, and is perfectly air-ght; self-cleaning, having no pipes or drums to be atten out and cleaned. It is so arranged with upright heat as to produce a larger amount of heat from the arme weight of coal than any furnace now in use onstructed that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere. Those in want of a complete Healing Apparatus ound do well to call and examine the Golden Eague CHARLES WILLIAMS. Nos, 1122 and 113 MARKET Street. Piladelpila.

A large assortment of Cooking Ranges, Fire Board toyes, Low Down Graies, Ventilators, etc., always

n hand. N. B.-Jobbing of all kinds promptly done. 5 10]

THOMPSON'S LONDON KITCHENER THOMPSON'S LONDON KITCHENER OR EUROPEAN RANGE, for Families, Ho-rels, or Public Institutions, in TWENTY DIF FERENT SIZES, Also, Philadelphia Ranges, Int-Air Furnaces, Portable Heaters, Lowdowa Grates, irreboard Stoves, Bath Bolines, Stewhole Plates ioliers, Cooking Stoves, etc., wiolesale and retail, by be manufacturers, 527 stuthfim No. 209 N, SECOND Street.

HOUSE AND SIGN PAINTING.

PAINTING. THOMAS A. FAILY,

HOUSE AND SIGN PAINTER. (Late Fahy & Bro.) No. 31 North THIRD Street

Above Market.

Above Marset. OLD BRICK FRONTS done up, and made to look squal to the finest press brick. Samples at the shop, City and country trade solicited. All orders by Post promptly attended to, 419 faw

low Picks, 1,74 - Ibs, Maniffa Rope, 50 Cross Cut Saws, 50 Shoyels, 00 McClelian Saidles. 40 Wagon Saidles. 18,600 lbs. Grain Sacks. 687 lbs. Sheet Zinc.

134 Shovels. 1 Iron Safe. And a large lot of other articles. Terma-Cash, in Government junds. Purchases must be removed within ten days. J. C. McFEBRAN, J. C. McFEBRAN,

Deputy Quartermaster General, Brovet Brigadter-Gen. U.S. Army. SALE OF WAGONS (SPRING AND EX-PRESS), LIGHT HARNESS, HORSES AND

MULKS.

MULES. ASSISTANT QUARTERMARTER'S OFFICE, PHILADELPHIA, OCt. 8, 1857. Will be sold at Public Auction, on account of the United States, at HANOVER STREET WHARF. Philadelphia, on TUESDAY, October 15, 1857, at 1 O'clock A. M., a number of Light and Heavy Express and Spring Wagons, together with a set of Light Har-ness for the same. Also, at the same time, a number of Horses and Mules.

The Horses and Mules. The Horses and Mules. The Horses, Mules, Wagons, and Harness can be examined daily at the Hanover street wharf from 7 Λ , M, 105 P, M. The articles to be removed within five (5) days from tay of sub.

Terms Cash, in Government funds. F. J. CRILLY, 1095t Brevet Colonel A. Q. M., U. S. Army.

PAPER HANGINGS, ETC.

PAPER HANGINGS. NEW ESTABLISHMENT. E. CORNER OF TENTH AND WALNUT. J. C. FINN & SONS

fiave opened with an extensive assortment of DECO-RATIVE and PLAIN WALL PAPERS, embracing 914 Sm# every quality to sult all tastes.

GAS FIXTURES.

CALL AND BUY YOUR GAS FIXTURES from the manufacturers, VANKIRK & MARSHALL, No. 912 ARCH Street.

VANKIRK & MARSHALL, No. 912 ARCH Street, manufacture and keep all styles of Gas Sixtures and Chandeliers: also refinish old fixtures, VANKIRK & MARSHALL HAVE A COM Y plete stock of Chandellers, Brackets, Portable tands, and Bronzes, at No. 912 AECH Street.

VANKIRK & MARSHALL, No. 912 ARCH Efreet, give especial attention to fitting up process, Public Halls, and Dwellings. FIPE BUN AT CHE LOWIST BATES.

GOLD, GILT, AND ELECTRO SILVER-plated Gas Fixtures, at VANKIRK & MAR-HALL'S, No. 912 ARCH Street. All work guaranteed to give antisfaction. None but strat-class workmen employee. 812d2w mwf3a

GERLACH & KLING, IMPORTERS OF MOCH WINES,

NO. 116 SOUTH SIXTH STREET.

A first-class Restaurant is connected with the Wholessle and Retail Wine House, where patrons may obtain, on accommodating terms, every delidars the market affords. Patronage solicited. 925 am

CAUTION .- ALL PERSONS ARE CAU-CAUTION. - ALL FEBRUARS ARE CAU there against purchasing or negatiating Cr. "ficates of Deposit No. 17/102 f028, and No. 180 for 1808 M. ISSUED by the FIDELITY INSURANCE TRUST AND SAFE DE POSIT COMPANY TO C. H. WADSWORTH Parties to whom the same may be offered are re-ouested to give notice at the Company's Office. 914 H No. 421 CHESSUT Street

COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brands Tent, Awning, Trunk, and Wagon Cover Daci Also, Paper Manufacturers Drier Feits, from ons. several fest wide: Pauling, Belting, Ball Twine, etc. JOHN W, EVERMAN & CO., 3 m 'No 105 JONES' Alloy.

THE ANNUAL MEETING OF STOCKHOL. COMPANY," of West Virginia, will be held on TUES-DAY, October 15, 1867, at 8 o'clock P. M., in the Luid-ing No, 1105, FOURTH Street, City of Patia lei, hia, Pa.

EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streets. FREIGHT. Goods of all descriptions for

EXCURSION TICKETS

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia dally at 520 A. M., 1245 noon. and 6 P. M., for Reading, Lebason, Harrisburg, Potts-ville. Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 48

DENNSYLVANIA CENTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 6, 1847, WINTER TIME, TAKING EFFECT OCT, 6, 1867, The trains of the Pennsylvania Central Ralicoad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut Streets cars rup within our square of the Depot. On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket office, N, W, cor. Ninth and Chesnut streets, and at the Depot.

and at the Depot. Agents of the Union Transfer Company will call for and deliver bagge at the Depot. Orders left at No. 301 Chemnt street, or No. 1 South Eleventh street, will

receive attention. TRAINS LEAVE DEPOT, VIZ:-

Mail Train	Δ.	<u>m.</u>
Fast Line and Eric Express	Μ.	
Paoli Accommodation, No. 1 1'00 1	P.	M.
Harrisburg Accommodation	<u>e</u>	M.
Lancaster Accommodation 4'00	P	M.
Parkesburg Train	P.	M.
Western Accommodation Train 5:45	P.	M.
Erle Mail		
Cincinnati Express 8 00	P . 3	M
Philadelphia Express	P .	M.
Paoli Accommodation, No. 2	P.	M

...12'00 P. M.

TRAINS ARRIVE AT DEPUT, YE	0.0-	
Cincinnati Express	1.50 A. M.	٤.
Philadelphia Express	7:10 A. M.	Ľ
Frie Mall	7.10 A. M.	÷
Paoli Accommodation, No. 1	9-24 A 84	
Paoli Accommonation, No. Arministration	0 20 24, 111,	e.
Fast Line	9.05 A. M.	Ł
Parkesburg Train	940 A, M	н
Lancaster Train	1'10 P. M	L
Erle Express	140 P. M.	÷
Elle Expression	6.20 P. M.	ı.
Day Express Paoll Accommodation, No. 2	7410 13 34	
Paoll Accommodation, 180, amountaine	T.10 F. DI.	
Harrisburg Accommodation	V 50 P. M.	1
The second		

Harrisburg Accommoden apply to For further information apply to JOHN C. ALLEN, Ticket Agent, No. 901 OHESN UT Street, SAMUEL H. WALLACE, Ticket Agent at the Depot, The Fennsylvania Railroad Company will not as sume any risk for Baggage, except for Wearing Ap-arel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount bollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

General Superintendent, Altoona, Pa. 4 29

DHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE. Through and direct route between Philadelphia. Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the irains or the Philadelphia and Erie Railroad will run as follows:-

follows:- WESTWARD. Mail Train leaves Philadelphia..... 7'00 P. M.

WITH TL	· leaves Williamsport 4'80 A. M.
	In the set of the set of the set of the set
84	" arrives at Erie 4'08 P. M.
and A . Miles	press leaves Phliadelphia
Erle Ex	leaves Williamsport 8'45 P. M.
- 11	LEBY CB WY IIIIBLUB POLL
14	arrives at Erie
1.2.2.1.1.2.2.2.2	Mail leaves Philadelphia
Elmira	ALBLI ICHT CO A ATTACA PARTY AND D M
88	i leaves Williamsport 645 P. M.
	arrives at Lock Haven
	NAMES AND A DOMESTICS
and the second second	ain leaves Frie.
Mall Tre	AIN IGAVES LITE.
STREET TY.	" leaves Williamaport
	" arrives at Philadelphia 7'90 A. M.
	BLLIA OD WE LUIDWIGE DET WEATHER AND AN AND AN AND
Wein Ww	progs leaves Erle 5'00 P. M.

W EST CHESTER AND PHILADELPHIA RAILKOAD, VIA MEDIA. WINTER ARRANGEMENT. On and after MONDAY, October 7, 1867, Trains will leave Depot, THIRTY-FIRST and CHESN UT Strests, West Philadelphia, as follows:-

RAILROAD LINES.

1867.-FOR NEW YORK.-THE CAMDEN Railroad Company's Lince, from Philadelphia and Trenton York and Way Flaces, from WALNUT Street Wharf will leave as follows, viz.- YANE Al 6 A. M., via Camden and Jersey Uity, Express Mail M. Via Camden and Jersey Uity, Express Mail M. Via Camden and Jersey Uity, Express Mail Street What

Florence. At 6 and 10 A. M., 4, 850, 5, 5, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3:30, 6, and 11:30 P. M., for Fish

Feiry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:-At D A, M., 4'30 P. M., and 12 P. M. (night), via Kep-sington and Jersey City, New York Express Lines, Fare, 45.

At 8, 10°15 and 11 A. M., 2 '00, 5 and 12 P. M., for Morris-than and 10°15 A. M., 2 '00, 5, and 12 P. M., for Morris-tille and Tullytown, 2 20, 4 20, 5, and 12 P. M., for

Accencies. At 10:16 A. M., 230 and 5 P. M., for Eddington. At 7:30 and 10:16 A. M., 230, 4:30, 5:5, 5, aud 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissi noming, Britesburg and Frankford, and at 8 P. M. for Hoimesburg and intermediate stations. BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot. At 8 A. M. for Niagara Falls, Euffalo, Dunkirk, Cabandalgus, Einirs, Ithaca, Owego, Rocnester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trone, Wikesbarre, Scranton, Stroudsburg, Water Gap, stc. etc.

etc. etc. At 8 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the Train (caving Easton for Mauch Chunk, Allentown, Bethle

AU 5 F.M. for Lambertville and Intermediate Sta-

dons. Lines from West Philadelphia Depot, via Connect-ing Ealiway, will leave as follows:-At 900 A. M., and 150 and 650 P. M. Washington mod New York Express Lines, via Jersey City, Fare, §3 23, The 550 P. M. Line will run dally, All others, Sundays excepted, October 7, 1867. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BAL

Express Train at 12 M. (Sundaya excepted) for Balumore and Washington. Express Train at 320 P. M. (Sundaya excepted) for Baltimore and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, NewDort, Stan-ton, Newark, Elkton, Northeast, Charlestown, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolia, Chase's, and Stemmor's Run. Night Express at 1100 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturdays oxcepted) with Delaware Baliroad Line, stopping at NewCastle, Middletown, Clayton, Dover, Harring-ton, Seaford, Salisbury, Princess Anne, and connect-ing at Crisfield with Boat for Fortress Monroe, Nor-folk, Perismouth, and the South. Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11 M. Train. Via Cris-field will take the 1100 P. M. Train. WillMINGTON TRAINS. Stopping at al Stations between Philadelphia and Wilmington. Leave Philadelphia at 130, 430, 600, and 1120

Stopping at all Stations between Philadelphia and Wilmington. Leave Philadelphia at 1:30, 4:30, 6:00, and 11:32 (daily) P. M. The 4:30 P. M. Train connects with belaware Railroad for Milford and intermediate sta-tions, The 6:00 P. M. Train runs to New Castle. Leave Wilmington at 7 and 8 A. M., 4:00, and 6:30 (daily) P. FROM BALITIMORE TO PHILADELPHIA Leave Baltimore 7:25 A. M., Way Mall, 9:36 A. M. Express, 2:15 P. M., Express, 6:35 P. M., Express 9:05 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 8:55 P. M., atopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Ekton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. Southeast, Ekton, and Newark to take passengers for Officient to be a stating the stating for the stating the stating the the ficket office, No. Southwest, may be procured at the Ticket Office, No. Southwest, may be procured at the Ticket Office, No. Southwest, may be procured at the Ticket office, No. Southwest, may be procured at the South and Hotel, where, also state-rooms and costs in inside place at the tare of this office can have the list baggage, cleaked at their performed by the Union Transfer Company. 48 H. F. KENNEY, Superintendont.

H. F. KENNEY, Superintendent,

4.82

treet

1 and 11:30 P. M. Lines leave from Market

43. , 10'25 and 11 A. M., 2'30, 3'20, 4'30, 5, and 12 P. M.,

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD,-

NORTH PENNSYLVANIA RAILEROAD.— THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pluston, soundton, and all points in the I etclin, Mahanoy, and Wyoming coal regions. — The Part of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Bether State of the Pluston of the Pluston of the Pluston Cart State of the Pluston of the Pluston of the Pluston function of the Pluston of North Pluston of the Pluston of the Pluston of the Pluston of North Pluston of the Pluston of the Pluston of the Pluston of North Pluston of the Pluston of the Pluston of the Pluston of Scanton, and all points in pluston of the Pluston of North Pluston of the Pluston of the Pluston with the Pluston of Scanton, and all points in pluston and Wyoming valleys also in connection with and wyoming valleys also in connection with and with the Pluston of the Pluston of the Pluston of the Allon, and Williamsport. Arrive al Manob Olight and Wyoming valleys also the 1005 P. M. Manob Olight and State of the Pluston of the Pluston of the Allon, and Williamsport. Arrive al Manob Olight and Wyoming valleys also in connection when the Pluston of North Pluston at 4005 P. M. Manob Olight and Manoport. Arrive al Manob Olight and Wyoming valleys also in the the Pluston of the Allon, and Williamsport. Arrive al Manob

At 845 A. M. - Accommodation for Doylestown, stop

At 845 A. M. — Accommodation for Doylestown, stopping at all intermediate stations. Frazongors for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Oid York road. At 1675 A. M. — Accommodation for Fort Washing-ton, stopping at intermediate stations. At 1679 P. M. — Kzpress for Hetbietem, Allentown Mauch Chunk, White Haven, Wilkeebarre, Mahanoy City, Centralia, Shenandosh, Mount Carmel, Pitteton, Scranton, and all points in the Mahanoy and Wyo-ming Coal regions. Passengers for Greenville take this train to Quakertowa. At 2746 P. M. — Accommodation for Doylestown, stopping at all intermediate stations, Passengers takes for Summey Low. At 2746 P. M. — Accommodation for Doylestown, stopping at all intermediate stations. Passengers takes for Summeytown. At 4. M. — Accommodation for Doylestown stop-

stage at Doylestown for New Hope; at North Wales for Fammeyrown. At 4.9. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for at Abingt n. for Lumbervhile at Doylestown. At 3.29. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennayl-varia Railroad, connecting at Bethlehem with Deshigh Valley Evening train for Kaston, Alleniown, and Mauch Chunk. At 5.20 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 11:30 P. M.-Accommodation for Fort Wash-ington.

At 11:36 P. M.-Accommodation for Fort Wash-ington. THAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 0:15 A. M., 205 and 3:40 P. M. 2:05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hasicton. Passengers teaving Easton at 11:20 A. M. arrive in Polladelphia 2:05 P. M. Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphia ; 1:0 P. M. From Doylestown at 8:25 A. M., 5:10 P. M., and 4:40 P. M.

at hethichem at 5'5 P. M., and arrive in Philadelphia i to P. M. From Doylestown at 5'55 A. M., 5'10 P. M., and '0 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 11'50 A. M. and 3'05 P. M. ON SUNDAYS. Philadelphis for Bethlehem at 9'30 A. M. Philadelphis for Bethlehem at 9'30 A. M. Doylestown to Philadelphia at 7'20 A. M. Bethlehem to Philadelphia at 7'20 A. There are solid at Mann's North Pennsylvania Baggage Express Office, 111 No, 105 B. FIFTH Sireet, Thildelphia A. AND BALTIMORE CEN.

 111
 No. 105 S. FIFTH Street.

 PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.-Summer Arrangements, On and alter SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Deput of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Phila-delphia), at 715 A. M. and 450 P M.

 Leave Bising Sun at 5 15 and Oxford at 606 A. M., and leave Oxford at 325 P. M.

 A Market Train, with Passonger Car attached, will run on Tuesdays and Fridays, leaving the Rising San at 115 A. M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Chester Junciton with a Train for Philadelphia. On Wednesdays and Satur-days trains leave Philadelphia at 250 P. M., run ing through to Oxford.

 The Train leaving Philadelphia at 250 P. M., run for the train to connect at Oxford with the Attor-noon Train for Philadelphia.

 The Train leaving Philadelphia at 450 P. M., runs to Basing Ston, Md.

 Passengers allowed to take wearing apparel only. Basing ston, Md.

 Passengers allowed to take wearing one hundred odiar, unites a special contract be made for thesame. Bill

ENGINES, MACHINERY, ETC.

Reference and Gas Machinery, of the latest and most

improved construction. Every description of Plantation Machinery, and Sogar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defections, Filters, Pumping En-

Steam Trains, Detection, Filers, Fullying an-gines, etc. Sole Agents for N. Billeux's Patent Bugar Boiling Apparatos, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

BIDESBURG MACHINE WORKS, OFFICE, No. 65 N. FRONT STREET, FHILADELYHIA. We are prepared to fill orders to any extent for our well-known

weil-known MACHINERY FOR COTTON AND WOOLLEN MILLIS, Including all recent improvements in Carding, Spinj aling, and Weaving. We invite the attention of manufasturers to our ex-tensive worss, 12 ALFRED JENES & SON;

STEAM ENGINE MANUFACTURED BY "CORLISS," Providence, Mize of cylinder, 20 inch diameter by 48 inch stroke-about one hundred and ten horse power. Apply to 925 264] Cor. of WOOD and TWENTY-FOURTH Sta., Phila.

FITLER, WEAVER & CO.,

MANUFACTURERS OF

Man Ila and Tarred Cordage, Cords

Twines Etc.

SO. 25 North WATER Street, and b.c. 11 North DELAWARE Avenue, PHILADELPHIA. EDWIS H FITLES, MICHAEL WEAVER, CONEAR F CLOTHER, 114

O B N E X C H A N G R HAG MANUFACTORY, JOHN T. BAILEY & OO, REMOVED TO N. E. Corner of MARLET and WATER Streets, DEALERS IN BAGS AND BAGGING Of every Description, for 9rain, Flour, Sait, Super-Phosphate of Lime, Bong Dist, Etc. Large and small GUNNY BAGS constantly on hand 2229] Also, WOOL SACKS. JOHN T BAILEY. JAMES CASCADESI

OARPENTER AND BUILDER?

SHOPS: NO. 213 LODGE STREET, AND

GARDNER & FLEMING,

COACH MAKERS; NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Par

tioniarattention paid to repairing - 539 6m

NO. 1788 UMESNUT NTREET, NO. 1788 UMESNUT NTREET, FRILADELPHIA.

JOHN CRUMP,

PENN STEAM ENGINE AND BOILER WORKS--NEAFIE & LEVY TRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER - MARKERS, BLACE SMITHS, and FOUNDERS, having for many years becan in successful operation, and been exclusively engaged in building and repairing Marine and River and the subscription of repairing Marine and River articles to the public as being nilly prepared to con-stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch by description of pattern-making made at the provide description of pattern-making inde at the provide description of all sizes, and all other work connected when the above business. The wings and specifications for all work done to establishment trees of charge, and work done and the above business. at teed. The subscribers have ample wharf-dock room for repairs of boats, where they can lie in period safety and are provided with shears, blocks, fails, stc. eic., for raising heavy or light weights. JACOB C, NEAFIE, JOHN P, LEVY, \$12 EFACH and PALMER Etreets,

West Filiadelphia, as follows.-Leave Philadelphia, as follows.-Leave Philadelphia, as follows.-Leave Philadelphia for West Choster, at 74. A. M., 11 A. M., 730 P. M., 715 P. M., 430 P. M., 0.5 P. M., and 1:30 P. M. Leave West Choster for Philadelphia, from Depoi on East Market street, at 625 A. M., 746 A. M., 840 and 10:46 A. M., 175 P. M., 450 and 655 P. M. Trains leaving West Chester at 8:00 A. M., and leav-og Philadelphia at 450 P. M., will stop at B. C. Juno-tion and Media only. Passengers to or from stations between West Ches-ter and B. C. Junction going east, will take train leaving West Chester at 7:46 A. M., and transfer at B. C. Junction. Trainstex at 7:40 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction. The Market Street cars will be in waiting, as namal, at Thirty-first and Market streets, on the arrival of tor lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure. The Chesnut and Walnut Street cars connecting with

AV. UGHAN MERRICE. WILLIAM R. MERRICE JAV. UGHAN MERRICE. WILLIAM R. MERRICE SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON SIZeeta. PHILDRICFFIA. MERRICK & SONS. ENGINEERS AND MACHINISTS, MERRICK & SONS, ENGINEERS, GROWERS, WORKS, WORKSHOPS, and Reliverad Highlord, etc.

The Chesnet and Walhat Street cars connect with the aving a street, the hat car connects thirty mantee previous to the carst of the above trains, carrying passengers down that do not the above trains, carrying passengers down the cambod and the carst of the above trains, carrying passengers down the carst of the above trains the principal dotes and the Carst on Market street to the drops. Means of the above trains, carrying passengers down the carst on Market street to the drops. Means we shall be the street to the drops. Means we shall be the street to the drops. Means we shall be the street to the drops. The cars on Market street will connect with all stands, leaving trains, both ways, as usual, leaving the street street will connect with a street street the drops. The cars on Market street at 500 A. M. and 4.P. M. The street street street at 500 A. M. and 4.S. P. A and eaves Depot, and will leave Depot on arrival of the street street at 500 A. M. and 4.S. P. M. and leaving West Chester at 500 A. M. and 4.S. P. M. and leaving West Chester at 500 A. M. and 4.S. P. M. and leaving West Chester at 500 A. M. and 4.S. P. M. as degage, and the the company will not the aving appared to the street on the trains on P. and b. M. as the street of the street at 500 A. M. and 4.S. P. M. as degage, and the the company will not the aving appared to the street at 500 A. M. and 4.S. P. M. as degage, and the company will not the aving appared to the street at the street at 500 A. M. and 4.S. P. M. as baggage, and the company will not the aving appared to the street at street at street at 500 A. M. M. and M. M. And M. And M. M. M. And M. M. M. And M. M. M. M. General Superintendent,

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILBOAD,

NORRISTOWN RAILROAD, TIME TABLE, On and after Wednesday, May 1, 1867, FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M. 1, 2, id, 35, 4, 5, 63, 610, 7, 5, 5, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M. i, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 520 Jown Train and 3% and 5% Up Trains will tot stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia 9, A. M. 2, 7, 10% P. M. Leave Germantown 8, A. M. 1, 6, 8% P. M. Leave Germantown 8, A. M. 1, 6, 8% P. M. Leave Germantown 8, A. M. 1, 6, 8% P. M. Leave Germantown 8, A. M. 1, 6, 8% P. M. Leave Germantown 8, A. M. 1, 6, 8% P. M. Leave Germantown 8, A. M. 12 A. M. 2, 8%, 5%, 7, 9 and 11 P. M. Leave Cheenut Hill 710, 8, 940, and 11490 A. M. 140 Yu, 640, 840, 840, and 1040 P. M. Leave Cheenut Hill 750 A. M. 1240, 540, 540, and 920 P. M. Leave Cheenut Hill 750 A. M. 1240, 840, 840, and 920 P. M. FOR CONSHOHOCK EN AND NORRIBITOWN, FOR CONSHOHOR 52, 8 and 1000 A. M. 152 A.

Leave Chesnut Hill 750 A. M. 1240, 550, and 929 P.M. FOR CONSHOHOCK EN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 8, 15, 55, 65, 805, and 115 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 15, 8, 15, 65, and 85 P. M. ON SUNDAYS. Leave Philadelphia 9 A. M. 250 and 9 P. M. Leave Norristown 7 A. M., 550 and 9 P. M. Leave Norristown 7 A. M., 550 and 9 P. M. Leave Norristown 7 A. M., 550 and 105 A. M. 15, 8, 5, 65, 806, 95, and 112 P. M. Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 8, 5, 65, 65, 806, 95, and 112 P. M. Leave Mangunk 610, 78, 820, 98, and 115 A. M. 25, 8, 5, 65, 65, 806, 95, and 102 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Berlindelphia 7, M. 54 M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Berlindelphia 7, M. 54 M. 6 and 95 P. M. Leave Mangunk 75, A. M. 6 and 95 P. M. Berlindelphia 7, M. 54 M. 6 M. Berlindelphia 7, M. 54 M. Berlindelphia 7, M. 54 M. Berlindelphia 7, 55 M. Berlindelphia 7, 75 M.

Deterministic of the continents of the context of the

W ECST JERSEY RAILEOAD LINKS, from foot of MARE ET Street (Upper Ferry), Commencies TUESDAY, September 17, 1837, For Bridgston, Sales. Vinetand, Mulvilla, and in-ermediate stations, 506 A. M., and 930 P. M. For Cape May 530 P. M. For Woodbury at 8'00 A. Ma, and 300 and 6'00 P. M. Freight Train leaves Canden at 12 M. (noon) daily. Freight will be received at Second Covered Whard elow Walnut street, from 7'00 A. M. until 8'00 P. M. Freight received before \$'00 A. M. will go forward the sume day.

Freight Delivery, No. 228 S. DELA WARE Avenue. 7214 WILLIAM J. SEWELL, Superintendent,