THE LAST WORD. BY MATTHEW ARNOLD.

Creep into thy narrow bed, Creep, and let no more be said ! Vain thy onset ! all stands fast; Thou thyself must break at last.

Let the long contention cease ! Geese are swans, and swans are geese, Let them have it how they will I Thou art tired; best be still !

They out-talked thee, hissed thee, tore thee. Better men fared thus before thee; Fired their ringing shot and passed, Hotly charged—and broke at last.

Charge once more, then, and be dumb! Let the victors, when they come, When the forts of folly fall, Find thy body by the wall.

SCIENTIFIC NOTES.

ABOUT COMETS,-Comets, if not the most in teresting, are certainly the most mysterious members of the solar system. Regarded modd times with a feeling of superstitious dread by the ignorant, they have now become a subject of ever-increasing wonder to the most able scientific men. The whole history of comets presents a series of marvels—not marvels in that sense merely in which all creation is marvel-lous—but marvels by comparison with all other objects presented to our contemplation. The paths followed by comets show no resemblance either to the planetary orbits or to each other. Here we see a comet travelling in a path moderate extent, and not very eccentric; there another which rushes from a distance of two or three thousand millions of miles, approaches the sun with ever increasing velocity, until nearer to him than parts of his own corona (as seen in eclipses), sweeps around him with inconceivable radidity, and makes off again to where the aphelion of its orbit lies far out in space beyond the most distant known planet, Neptune. Some planets travel in a direct, others in a retrograde path; a few near the plane of the earth's orbit, many in planes showing every variety of inclination. Some comets regularly return after intervals of a few years; some after hundreds of years; others are only seen once or twice, and then unaccountably vanish; and not a few show by the paths they follow that they have come from interstellar space to pay our system but a single visit, passing out again to traverse we know not what other systems or regions. Among the periodic comets there is one called Biela's, from the name of its discoverer. It presents, or rather presented, since it has vanished no one knows whither, one peculiarity of special interest to ourselves. Its path intersects that of the earth, and it is not impossible that some day we may encounter that comet. There is reason for supposing that the earth actually passed through the tail of the comet of 1861. At about the hour when it was calcu-lated that the encounter should have taken place, a strange aurorai gleam was seen in the atmosphere, but beyond this no effect was perceptible. Most persons know that the name "comet" is derived from the word come or hair, and is applied to celestial objects which appear to have a hairy appendage. Modern astronomers do not, indeed, use the word coma in this sense, but draw a distinction between the coma and the tail. The coma is used to designate the misty, hazy light about the mucleus or head. It might be supposed that the hairy, broom-like, or tail-like appendage so commonly seen in comets is really a distinctive feature of these objects. This, however, is far from being the case. A very large number of comets have no visible tails. We reter, of course, principally to telescopic comets; for very few comets which have been conspicuous to the naked eye have wanted this appendage. Some comets have more than one tail. One appeared in have wanted this appendage. Some comets have more than one tail. One appeared in 1744 which had no less than aix tails, symmetrically disposed (if one can trust the pictures handed down to us) in the figure of a halfopened fan. Others have presented a yet more peculiar appearance, having, besides a tail in the usual position, a second "uncomfortable" tail at right angles to the first, or inclined to it s, out-of-the-way angle. The great comet of March, 1843, had a tail whose real length was at least two hundred millions of miles. So near did this comet pass to the sun that many astronomers did not expect ever

EXPERIMENTS ON THE SENSITIVE PLANT.—The experiments on the sensitive plant conducted by M. Bert have been taken up by M. Ch. Blondeau, who has tested the leaves with the induced galvanic current of a Ruhnukorif's coil. He submitted three plants to the influence of the elec-tric current. The first was operated on for five minutes; the plant, when left to itself, seemed prostrated, but after a while (a quarter of an hour), the leaves opened, and it seemed to recover itself. The second was acted on for ten minutes. This specimen was prostrate for an hour, after which it slowly recovered. The third specimen was galvanized for twenty five minutes. out it never recovered, and in twenty-four hours had the appearance of a plant struck by lightning. A fourth plant was etherized, and then exposed to the current. Strange to say, the latter had not any effect, the leaves remained straight and open; thus proving, says M. Biondeau, that the mode of contraction of the leaves of the sensitive plant is in some way allied to the muscular contraction of animals.

see the comet again. But after all but graz-

ing the sun-sweeping round him at a distance of less than one-teath of his diameter-the

comet escaped, and passed back again into

space. - Temple Bar.

PASCAL VS. NEWTON.—The lively controversy concerning the supposed letters of Pascal and Newton has been dropped by the French Academy, but the question of the authenticity of the documents in M. Chasles' possession is yet far from being decided. M. Chasles still adheres to his original belief that the letters are genuine; but M. Leverrier, the French Astronomer Rossi holds an apposite opinion. genuine: but M. Leverrier, the French Astro-nomer Royal, holds an opposite opinion. M. Faugere asserts positively that the letters with Pascal's and Madame Perrier's signatures both forgeries, and are by the same hand. Sir David Brewster, in a letter to the Academy, also contends that these letters are forgeries, and points out two important facts in evidence: First, that Newton's letters to foreign savans were always written in Latin, not French; and second, that he never signed his name as it appears in M. Chasles correspondence. Sir David suggests that the letters should be ex-England, and be compared with the authentic handwriting of Newton.

ANIMAL ELECTRICITY,—The origin of the electrolity with which animal bodies are charged is o longer a mystery, according to Herr Schultz, of Berlin, who announces the theory that the electricity of the tissues results from the action of the common salt which is abundantly distri-buted through the system. He has found that the electricity is much more abundant the proportion of salt present is large than when it is small. M. Schultz has described numerous experiments which support his views, and begs the French Academy to submit his

BONE CAVERNS. -M. Dupont has been extending his researches in the Belgian bone-caverns. At a recent meeting of the Royal Academy of Belgium he announced that in a cavern known as the Trou-Madame he found in the stratified mud a series of human bones, remains of potbones of deer and other animals. the human remains is a very perfect skull with its lower jaw, both being entire.

Here They Spike the English.

Garcon-"Wiz cream, sare?" Briton (desirous of airing his French)-"Parly fronsy dong!" Garcon-"Yes, sare; I vill send ze Englees

-There's our grandmother, says a contemporary, a striking instance why woman should vote. She's paid taxes on a dog for the last t en years, and now declares she won't stand it any longer-she'll either vote or kill the

FIRE AND BURGLAR PROOF SAFES

C. L. MAISER.

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A LARGE ASSORTMENT OF FIRE and Burgiar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness Prices low.

C. HASSENFORDER,

8.8

No. 422 VINE Street

PROPOSALS

DROPOSALS FOR FORAGE

DEFOT TUARTERMASTER'S OFFICE, WASHINGTON, D. C., October 15, 1807. Sealed Proposals will be received at this office until 12 M. on WEDNESDAY, October 35, 1867. For the delivery of the following articles of Quartermaster's Stores at either of the points named, to will—B. & O. Railroad Depot, Sixth street Wharf, or, Lincoln Depot:— 512,000 (five hundred and twelve thousand) pounds

of good, sound, clean Oats, in good, sacks, each sack containing one un

sacks, each sack containing one hundred pounds.

56,00 (fifty-six thousand) pounds of prime Timothy Hay, loose or in bales.

168,000 (one hundred and sixty-eight thousand) pounds of good, clean Wheat Straw, in bales.

Ridders will state the price per pound for Oats, including sacks, and for Hay, either baled or loose, and for Straw in bales, and the number of pounds of each article they propose to furnish, and at which of the three points named above the delivery will be made. All articles delivered on contracts made under this notice will be subject to a rigid inspection by inspectors appointed by the undersigned, and none received or paid for which do not come up to the standard.

tandard.

The names of two good and responsible persons must be given in each bid, who will act as securities to case the contract is awarded to the bidder. The names of these persons must be signed in their own bands, to a statement to the above effect, which will

ands, to a slatement to the above effect, which will company each bid.

Payment will be made in Government funds, upon ompletion of contract, or as soon thereafter as funds resturnished for the purpose.

The Proposals will be addressed to the undersigned, and endorsed "Proposals for Furnishing Grain, Hay, and Straw."

and endorsed "Proposais to:
and Straw."

By order of the Quartermaster-General.

J. C. McFERRAN,

Deputy Quartermaster-General,
10 17 st

Brevet Brigadier-Gen. U. S. Army.

DROPOSALS FOR THE PURCHASE OF SUB-CHIEF QUARTERMASTER'S OFFICE,

CHIEF QUARTERMASTER'S OFFICE,
FIRST MILITARY DISTRICT,
RICHMOND, Va., Oct. 18, 1807.)
Sealed Proposals will be received at this Office until
12 o'clock M., WEDNESDAY, October 28, 1861, for
the purchase of the Submarine Telegraph Cable between Fort Monroe, Va., and Cherrystone, Va.
The Cable extends from the Back River Light, near
Fort Monroe, to the Cherrystone Light, and is twentythree miles (23) long, more or less. The conductor
consists of seven (7) No. sixteen (16) copper wires,
and is double armored. The Inside armor is of No.
sixteen (16) wire; laid spirally. The outside armor is
of No. six (6) galvanized wire, laid parallel, and
bound with No. once (9) galvanized wire; the whole
weighing ten (10) tons to the mile.
It was manufactured in Europe for the Government
during the war.

ring the war. Unas a lightning leak in it and ten splices, and will sold as it lies. The Chief Quartermaster, First Military District. eserves the right of rejecting any or all proposals which he may deem too low.

Payment to be made in Government funds, immediately after the receipt by the bidder of the oblification acquainting him with the acceptance of the hold. Proposals should be plainly marked, "Proposals for the purchase of Submarine Telegraph Cable," and addressed to the undersigned.

JAMES M. MOORE,

Byt. Lt.-Colonel and Quartermaster U.S. A.,

10 17 61 Chief Quartermaster First Mil. Dist.

TRANKFORD ARSENAL.

PRILADELPHIA, PA., October 21, 1867.

Scaled Proposals, in duplicate, will be received by the undersigned until 12 M., October 23, 1867, at this office, for furnishing the troops stationed at Frankford Arsenal with Fresh Beef, of a good marketable quality, in equal proportions of fore and hind quarter meat (necks, shanks, and kidney tallow to be excluded), in such quantities as may be from time to time required by the commanding officer. The contract to be subject to the approval of the Commissary-General of Subsistence, and to remain in force for six months, or such less time as he may direct, commencing the first day of November, 1867.

Upon acceptance of the offer, security and book in of Substitutes, and the may direct, common or such less time as he may direct, common first day of November, 1867.

Upon acceptance of the offer, security and bond in the sum of six hundred dollars will be required for the faithful performance of the contract,

Bids must be endoused "Proposals for Beef,"

1. D. RAMSAY, Ju.,

10-21-31. Brevet Captain U. S. A., A. C. S.

LUMBER.

1867. SELECT WHITE PINE BOARDS 4AND PLANK.
44, 54, 64, 2, 25, 3, and 4 Inch
CEOICE PANEL AND 1st COMMON, 16 feet long.
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND,

7 -BUILDING! BUILDING -BUILDING! BUILD

BUILDING!
LUMBER! LUMBER! LUMBER!
4-4 CAROLINA FLOORING.
5-4 CAROLINA FLOORING.
5-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPEUCE FLOORING.
SPEUCE FLOORING.
RAIL PLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRESS

1867. WALNUT PLANE,
WALNUT PLANE,
WALNUT PLANE,
WALNUT PLANE,
LABGE STOCK-SEASONED.

1857 - LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE

OT -ALBANY LUMBER OF ALL KINDS.

SEASONED WALNUT.

DRY POPLAR, CHERRY, AND ASH,

OAK PLANK AND BOARDS,

MAHOGANY,

ROSEWOOD, AND WALNUT VENEERS. 1567 - CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST:
FROM 14 TO 22 FEET LONG,
SUPERIOR NORWAY SCANTLING.
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U. S. BUILDERS' MILL. NOS. 24, 26, AND 28 S. FIFTEENTH ST.,

ESLER & BRC., Proprietors. Al- sys on hand, made of the Best Seasoned Lumber at low prices, E OOD MOULDINGS, BRACKETS, BALUSTERS,

Newels, Balusters, Bracket and Wood Moundings, WOOD MOULDINGS, BRACKETS, BALUSTERS

AND NEWELS. Walnut and Ash Hand Railing, 3, 3%, and 4 Inches. MOULDINGS to order. ' WALNUT

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STEAM TO LIVERPOOL CALL STEAM TO LIVERPOOL—CALL
ing at Queenstown,—The imman Line, salling semi-weekly, carrying the United States Malls,
CITY OF LONDON Saturday, October 26
CITY OF PARIS
CITY OF WASHINGTON, Wedneeday, November 26
CITY OF ANTWERP Saturday, November 5
CITY OF NEW YORK Saturday, November 5
And each succeeding Saturday and Wednesday, at
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SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1216 tons, Captain P. F. Hugie,
STAR OF THE UNION, 1075 tons, Capt. T. N. Cooksey,
The THE STAR OF THE UNION will leave for
New Orleans on Saturday, November 2, at 8 o'clock
A, M., from Pier 15, South Wharyes,
The JUNIATA will leave New Orleans for this orn November 2.
Through blin of lading algred for freight to Mobile. Galveston. Natchez, Vickaburg, Memphis, Nashville Cairo, St. Louis, Louisville, and Cincinnatl.
Agents at New Orleans, Creevy, Nickerson & Co.
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burg, South-Side Railroad, and Richmond and Danville Railroad.

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The steamship TONAWANDA will leave for the above port on Saturday, October 26, at 8 o'clock A.
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Through passage tickets soid, and freight taken for all points in connection with the Georgia Central Rahl road, William L. James, General Agent, CHAS, E. DILRES, Freight Agent,
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THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM. PANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C.

The steamship PIONEER, 312 tons, Captain J. Bennett, will leave for the above port on Thursday October 31, at 5 o'clock P. M., from Pier 18 South Wharves.

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Carrying all description of Freight as low as any other line.

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Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street. Through in wenty-four hours. Goods forwarded to all points, North, East, and West, free of commission. Freight received at the lowest rates.

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SURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M, and 8 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms, apply to terms, apply to

NOTICE TO HAVANA SHIPPERS. Softice TO HAVANA SHIPPERS,
Shippers in the Cuba trade are hereby notined that the steamers of the New Orleans line will bereafter touch regularly at Havana for freight and passengers both going and returning, and will sail promptly as advertised.

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TO SHIP CAPTAINS AND OWNERS, STACTON SCREW DOCK, begs to inform his frienda and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vesicle to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machiniat having vessels to repair, are solicited to call.

Having the agency for the sale of "Watterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on reasonable terms.

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decks, tanks, cisterns, and joints of every kind dight,
and bottoms or ships, etc. from worms, ends of posts
that go into the earth sound, and materials generally
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RAILROAD LINES.

THE CANADAS

A D IN G R A I L R O A

ROM PHILADELPHIA TOTHE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORMH, NORTHWEST, AND
THE CANADAS THE CANADAS
FALL ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, September 30, 1867.
Leaving the Company's Depot, at THIRTEENTE
and CALLOWHILL Streets, Philadelphia, at the fol-

and Callowhill Streets, Philadelphia, at the following hours—

At 7:30 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 2:16 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg Pottsville, Phiegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Niagara Pails, Buffale Allentown, Wilkesbarre, Pitation, York, Carilaio Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Penusylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRIS BURG with Northern Central Chimberland Valley and Schuyikill and Suaquehanna falms is re Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schuyikili and Busquehanna ffains is rorthumberland, Williamspore, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS

Leaves Philadelphia at 5-20 P. M., for Reading
pottsville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.,
POTISTOWN ACCOMMODATION

Leaves Potstown at 6-45 A. M., stopping at intermediate Stations, arrives in Philadelphia at 9-50 A. M.

Redurning, leaves Philadelphia at 5-55 P.M., arrives
in Potstown at 8-50 P. M.

READING ACCOMMODATION

Leaves Reading at 7-30 A. M., stopping at all way
stations, arriving at Philadelphia at 5-50 P. M.; arrives
a Reading at 7-45 P. M.

Beturning, leaves Philadelphia at 5-50 P. M.; arrives
a Reading at 7-45 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

M., and Potsville at 8-45 A. M., arriving in Philadelphia at 1-50 P. M., Afternoon trains leave Harrisburg
at 210 P. M., Potsville at 2-35 P. M., arriving in Philadelphia at 6-45 P. M.

Leaves Reading at 7-15 A. M., and Harrisburg at
1-10 P. M. Connecting at Reading with Afternoon
Accommodation south at 5-50 P. M., arriving in Philadelphia at 2-10 P. M.

Market train, with passenger car attached, leaves
Philadelphia at 12-45 noon for Potsville and all way
stations. Leaves Potsvilles at 11 and 12-15 and 12-15

deiphia at 9 to P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 5 noon for Pottaville and all way stations. Leaves Pottavilleat 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted, Sunday Trains leave Pottaville at 850 A. M., and Philadelphia at 371 P. M. Leave Philadelphia for iteading at 800 A. M., returning from Reading at 425 P. M.

Reading at \$00 A, Mt, returning from Reading at \$28 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A, M., and \$00-P. M., trains from Philadelphia, returning from Downingtown at \$710 A. M. and 1700 P. M.

M. and 1700 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at 9 A. M., and 5 and 8 P. M.
passing Reading at 1750 A. M and 150 and 16:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago. Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at and 5:45 A. M., and 9 P. M., passing Reading at 4:2 and 10:30 A. M., and 4:20 and 11:45 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:20 P. M. Sieepingtoars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:1 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLIKILL VALLEY RAILROAD.

A Limited Andread Review Port at 12 M. Mail train for Harrisburg leaves New Yorl at 12 M. SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 7 and 11:30 A. M., and 7:12 P. M., returning from Tamaqua at 7:35 A. M. and 1:41 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Trains leave Anburn at 7:50 A. M. for Pinegrove and

Trains leave Amburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:50 P. M., and from Tremont at 7:50 A. M. and 5:25 P. M.

Tick ETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. anada. Excursion tickets from Philadelphia to Reading and Excursion tickets from Philadelphia 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 to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S FOURTH Street, Philadelphia, or of G. A. NICOLIS, General Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firms,

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52.50 each for families and firms,

EEASON TICKETS,

Vor three all pine, or twelve months, for holders SEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half

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

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 F. M., for Reading, Lebanon, Harrisburg, Pottsville. Port Clinton, and all points forward.

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 2:15 P. M.

482 carded to all the ab

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1867.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars ron within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Eleophic Car Tickets can be had on application at the Ticket office, N. W. cor. Ninih and Chesnut streets, and at the Depot.

and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 601 Chesnut street, or No. 1 South Eleventh street, will ttention.
TRAINS LEAVE DEPOT, VIZ :- 800 A. M. Fast Line and Eric Express 200 Paoil Accommodation, No. 1 190 Participant Accommodation, No. 1 200 Participant Accommodation 230 Participant Accommodation 230 Participant Par

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent,

No. 801 CHESNUT Street. SAMUEL H. WALLACE. The Fennsylvania Railroad Company will not assume any risk for Eaggage, except for Wearing Apparel, and limit their responsibility to One Hundred Lollars in value. All Eaggage exceeding that amount in value will be at the risk of the owner, unless taken

by special contract. EDWARD H. WILLIAMS.

General Superintendent, Altoona, Pa.

PHILADELPHIA AND ERIE RAILROAD,-WINTER 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, October 14, 1887, the tra	In
	on the Philiaduphia and and and and	- PAI
	Pollows:	
	to loaves Philadelphia 8'00 P.	M
	Mail Train leaves Williamsport 8'05 A.	M
l		
ľ	Erie Express leaves Philadelphis	on
l	Eric Exp leaves Williamsport 845 P. B45 A.	M
ı	Elmira Mail leaves Philadelphia	M
ı		M
ı	arrives at Lock Haven 740 P.	M
ı	TI THE PARTY OF TH	**
ľ	Mail Train leaves Erie 1040 A.	W
l	1 leaves willtattisjorthin 8:56 A.	M
l	The transfer to the transfer t	- 200
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l		
ŀ	Elmira Mali leaves Williamsport	
ı		
ŀ		
ı	oble at 12 00 M, Brrive Mt Livington and and and	KIH
	Oil City at 9:50 A. M. at soc P M. arrive at	CH
	Leaving Philadelphia at 500 a man	797.4
ŀ	City at 4 % P. M. All trains on Warren and Franklin Rallway my	Alci
	an emperation at Oil City with trains for Frank	tth
	and the seal answer flowing. Planting of the state of the	
١	ALFRED L. TYLER.	

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD .-THE MIDDLE ROUTE.—Shortest and most direct route to Betblehem, Allentown, Mauch Chunk Hazeiton. White Haven, Wilkesbarre, Mahanoy City

direct route to Bethlehem, Alientown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahanoy City, Mount Catmei, Pitiston, Scianton, and all points in the I chigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKE and AMERICAN Streets.

SUMMER A FRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNA: DAY, May 8, 1807, Passenger trains leave the New Depot, corner Berks and American streets, Gally (Sundisys) excepted), as follows:

At 7-45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Rallivad connecting at Bethlehem with Lenigh Valley Kallroad for Allentown, Catasanqua, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazeiton, White Haven, Wilkesbarre, Pitston, Scranton, and all points in Lehigh and Wyoming valleys, also, in connection with behigh and Madency Raliroad, for Mahanoy City, and with Catawasa Rallroad, for Rupert, Danville, Militon, and Williamsport. Arrive at Maitch Chunk at 1205 A, M.; at Wilkesbarre at 3 P, M.; at Mahanoy City at 2 P, M.; at Scranton at 4-65 P, M., Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1175 P, M., for Ession, and bing at all interpolation. and points on New Jersey Central Railroad to New York,
At 5 45 A. M.—Accommodation for Doylestown, stopsing at all intermediate stations. Passengers for
Willow Grove, Hatboro, and Hartaville, by this
train, take the stage at Old York road.
At 1915 A. M.—Accommodation for Fort Washing
ten, stopping at intermediate stations.
At 1 30 P. M.—Express for Bethiehem, Alientown
Match Chunk, White Haven, Wilkesbarre, Mahasnoy
City, Centralia, Shenandosh, Mount Carmel, Pitston,
Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take
this train to Quakertown.
At 2 46 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
for Sumneytown.
At 4 P. M.—Accommodation for Doylestown,
At 4 P. M.—Accommodation for Doylestown.

dage at Doylestown for New Hope; at North Wales for Sunneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown.

At 228 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lenigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 220 P. M.—Accommodation for Lansdale, stopoling at all intermediate stations. At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1128 P. M.—Accommodation for Port Wash-

At 11'38 P. M.—Accommodation for Fort Washtington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 5'15 A. M., 2'05 and 8'40 P. M.
2'05 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarrs, Mahanoy
City, and Hasleton. Passengers leaving Easton at
11'20 A. M. strive in Philadelphia at 2'05 P. M.,
Passengers leave Wilkesbarre at 1'20 P. M., connect
at Bethlehem at 5'15 P. M., and arrive in Philadelphis
t 0 P. M.

at Bethiehem at 6'15 P. M., and arrive in Philadelphis 1 0 P. M.
From Doylestown at \$25 A. M., 5'10 P. M., and \$40 P. M.
From Lansdale at 7'30 A. M.
From Lansdale at 7'30 A. M.
From Forl Washington at 11'50 A. M. and \$40 P. M.
Philadelphia for Bethiehem at 9'30 A. M.
Philadelphia for Bethiehem at 9'30 A. M.
Philadelphia for Doylestown at 2'45 P. M.
Doylestown to Philadelphia at 2'30 P. M.
Bethiehem to Philadelphia at 4'30 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to coure the lowest rates of fare.

Tickets soid and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street,

DHILADELPHIA, WILMINGTON AND BALTIMORE BATLROAD.
TIME TABLE.
Commencing MONDAY, September 39, 1867. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:

Way Mail Train at \$36 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 \$30 P. M. (Sundays excepted) for Baltimore and Washington, Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurslow, Linwood, Claymons, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolla, Chase's, and Stemmer's Run.
Night Express at 11 '00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Baltroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portamouth, and the South.

Passengers for Fortress Monroe, Norfolk, Portamouth, and the South.

Passengers for Fortress Monroe, Norfolk, Portamouth, and the South.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 130, 430, 600, and 1136 (daily) P. M. The 4'30 P. M. Train, connects with

Wilnington.
Leave Philadelphia at 1°30, 4°30, 6°00, and 11°30 (daily) P. M. The 4°30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 6°00 P. M. Train runs to New Castle.
Leave Wilmington at 7 and 8 A. M., 4°00, and

Leave Wilmington at 7 and 8 A. M., 400, and 500 (daily) P. M.
FROM BALTIMORE TO PHILADELPHIA
Leave Baltimore 7.25 A. M., Way Mail, 9.25 A. M.,
Express, 2.15 P. M., Express, 5.35 P. M., Express, 8.55 P. M., Express, 8.55

Mail.

Ma Florence.
At 6 and 10 A. M., 1, 2 30, 5, 6, and 11 20 P. M., for Edgewater, Riverside, Riverton, and Palmyra.
At 6 and 10 A. M., 1, 2 30, 6, and 11 30 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market

Street Ferry, upper side. LINES FROM KENSINGTON DEPOT Will leave as follows:— At 11 A. M., 430 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines, Fare, \$3.

A15, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10:15 A. M., 2:30, 4:30, 5. and 12 P. M., for At 8 and 10°15 A. M., 2°30 and 5 P. M., for Schencks.

At 10°15 A. M., 2°30 and 5 P. M., for Eddington.

At 7°30 and 10°15 A. M., 2°30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wisslauming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot,

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Roccaster, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, 6tc. etc.

etc. etc.
At 8 A. M. and 8:20 P. M. for Beividers, Easton,
Lambertville, Flemington, etc.
The 8:30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:

At 9-06 A. M., and 1-36 and 6-36 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3-25.

The 6-30 P. M. Line will run daily. All others, October 21, 1867. WM. H. GATZMER, Agent,

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILBOAD.

On and after Wednesday, May 1, 1887.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 55, 10, 11, 12 A. M., 1, 2, 35, 33, 4, 45, 53, 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.

1, 2, 3, 4, 43, 6, 65, 7, 8, 8, 10, 11 P. M.

The s'20 lown Train and 3% and 5% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9, A. M. 2, 7, 10% P. M.

Leave Germantown 83 A. M. 1, 6, 95, P. M.

CHESNUT HILL RAILBOAD.

Leave Philadelphia 9, 8, 10, 12 A. M. 2, 83, 53, 7, 9 and 11 P. M.

Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 140, 640, 640, 840, and 1040 P. M.

Leave Chesnut Hill 700 A. M. 1240, 540, and 928 P. M.

Leave Chesnut Hill 760 A. M. 1240, 540, and 928 P. M.

Leave Chesnut Hill 760 A. M. 1240, 540, and 928 P. M.

FOR CONSHOHOUCK EN AND NORRISTOWN.

Leave Chesnut Hill 7:50 A. M. 12:40. 5:40, and 9:28
P.M.
FOR CONSHOHOUCKEN AND NORRISTOWN,
Leave Philadelphia 6,756. 9, and 11:05 A. M. 1%, 2,
156. 5:5, 63, 8:65, and 11:5 P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M. 1%, 2,
16:4, 6:4, and 8:5 P. M.
ON SUNDAYS,
Leave Philadelphia 2 A. M., 2:20 and 7:15 P. M.
Leave Norristown 7 A. M., 5:30 and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 11:05 A. M. 1%, 3,
10; 6:4, 6:4, 8:40, 0%, and 11:5 P. M.
Leave Manayunk 5:10, 7%, 5:20, 9%, and 1:6 A. M. 2
16:4, 6:6%, 9, and 10:5 P. M.
Leave Philadelphia 6 A. M. 24; and 7M P. M.
Leave Philadelphia 6 A. M. 24; and 7M P. M.
Leave Manayunk 7:5 A. M. 6 and 9% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Stroom

RAILROAD LINES,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
WINTER ARRANGEMENT.
On and after MONDAY, October 7, 1967, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7 4, A. M. On and after MONDAY, October 7, 1857, Trains will leave Depet, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7 4, A. M., 11 A. M., 280 P. M., 415 P. M., 450 P. M., 6-5 P. M., and 11 30 P. M.
Leave West Chester for Philadelphia, from Depos on East Market street, at 825 A. M., 745 A. M., 819 and 10 45 A. M., 155 P. M., 450 and 655 P. M.
Trains leaving West Chester at 876 A. M., and leaving Philadelphia at 456 P. M., will stop at B. O. Junction and Media only,
Passengers to or from Stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7 48 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for 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 detarture.

The Chesput and Walmut Street cars connect with all of the above trains, carrying passengers down Chesnut street, pust the principal hotels and the Camden and Ambor RR. office, at Walmut street wharf, passing out Walmut street to the depot.

Leave Philadelphia at 876 A. M. and 2 P. M.
Leave West Chester at 755 A. M. and 4 P. M.
Trains leaving Philadelphia at 774 A. M. And 476 P.
M., connect at R. C. Junction with trains on P. and R.
C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD,
TRAL BALLROAD.—Summer Arrangements.

DHILADELPHIA AND BALTIMORE CENAL TRAL RAILROAD.—Sommer Arrangements. On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the World Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia, at 7:16 A. M. and 450 P. M.

Leave Rising Sun at 5:15 and Oxford at 6:05 A. M., and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:05 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:26 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Atternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112

TAY EST JERSEY RAILROAD LINES, FROM THILADELPHIA AND BALTIMORE CEN-

WEST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1887, For Bridgeton, Salem Vineland, Millylle, and intermediate stations, 800 A. M., and 3'30 P. M. For Woodbury at 8'00 P. M., and 3'30 and 6'00 P. M. Freight Train leaves Camden at 12 M. (noon) daily. Freight will be received at Second Covered Wharf below Walnut street, from 7'00 A. M. until 5'00 P. M. Freight received before 9'00 A. M. will go forward the same day. ame day.
Freight Delivery. No. 228 S. DELAWARE Avenue.
7 2 17 WILLIAM J. SEWELL. Superintendent.

GOVERNMENT SALES.

NEW QUARTERMASTER STORES.

DEPOT QUARTERMASTER'S OFFICE,

Washington, D. C., October 14, 1857.

Will be sold on THURSDAY, October 24, at Lincoln
Depot, under the direction of Brevet Colonel A. P.

80 H. A. Q. M.;— Depot, under the direction of Brevet Colonel A, F.

50 Mules.

50 Army Wagons, worn,

10 Spring

50 Army Wagons,

60 Army Wagons,

60

200 Bunks.
200 Watering Bridles.
With a large lot of Horse Medicines, such as—
100 lbs. Aloes.
100 lbs. Calomel.
100 lbs. Calomel.
100 lbs. Sugar Lead,
100 lbs. Sugar Lead, Terms:—Cash, in Government funds.

Attention is called to the very superior lot of Mules.

Catalogues of sale can be had on application. Goods must be removed within ten days from the fered at this sale. day of sale.

By order of the Quartermaster-General,

J. C. McFERBAN,

Deputy Quartermaster-General, Brevet Brigadier-General U.S. Army, LARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE, ST, LOUIS, Missouri, October 10, 1897. Will be sold at Public Auction, at the Depot of Army Clothing and Equipage, No. 919 N. Main street, St. Louis, on the 28th day of October Instant, commencing at 11 o'clock A. M., the following articles of Army

Clothing and Equipage, viz.:-37,500 WOOLLEN BLANKETS. These Blankets are all new, and in the best condition, and offer great inducements to dealers. A small quantity of damaged property will be sold at the same time and place. Samples of all may be seen at the Depot at any time previous to the sale. Terms-Cash in Government funds, ten per cent. down; the balance before the goods are taken from the Depot, which must be within five days after the

cent, deposited, By order of the Quartermaster-General, JOHN F. RODGERS, Captain and Military Storekeeper, U. S. A. 10 16 111]

sale, under forfelture of the purchase and the ten per

PAPER HANGINGS, ETC.

PAPER HANGINGS. NEW ESTABLISHMENT. E. CORNER OF TENTH AND WALNUT.

J. C. FINN & SONS
Have opened with an extensive assortment of DECO-RATIVE and PLAIN WALL PAPERS, embracing every quality to suit all tastes,

HARDWARE, CUTLERY, ETC.

STANDBRIDGE, BARR & CO., IMPORTREE OF AND DEALERS IN FOREIGN AND AMERICAN HARDWARE. NO. 1821 MARKET STREET,

Offerfor sale & large stock of Hardware and Cutlery, TOGETHER WITH 1000 KEGS NAILS



L V. HELMOLD'S Cutlery Store, No. 135 South TENTH Street, Three doors above Walnut.

WANTS.

BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the veil of secresy which has bitherso enveloped the inner history of the great civil war, and this is done by offering to the public General L. C. Baker's

"HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the communes of a thousandy ears, and conclusively preven that "truth is attemper than fiction."

Agents are clearing from \$200 to \$500 per month, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet unoconcled. A deress

pled. Address P. GARRETT & CO., NO. 703 CHESNUT STREET, PHILADELPHIA