Notwithstanding the law being against gambling, it prevails to a very great extent in New York. There is scarcely a street without a gambling-house-all private, of course, but well known to those who indulge in that excitement. The game played is generally "faro," and the stakes vary according to the class of house in which the game is played. In some of the lowest gaming-houses stake is as low as five cents, and limited to a dollar-that is, the player cannot stake more than a dollar at a time, and not less than five cents. These latter houses are frequented by the very poorest workmen, discharged soldiers, broken-down gamblers, and street boys. I think of all the street boys in the world, the New York are most precocious. I have seen a shoeblack, about three feet high, walk up to the table, or "bank," as it is generally called, and stake his money (five cents) with the air of a young spendthrift to whom "money is no object."

The most aristocratic-if I may use such a word when speaking of a republican people-fare bank, or gambling-house, is John Morrissey's, in Union Square, close by the head-quarters of the Fenians who believed in Head Centre O'Mahony. I have often sat in the windows of this gambling-house, and listened to the wild harangues of the Fenian Senators and Centres, etc., next door, and watched the npturned faces of the Celtic dupes who, with mouths and ears wide open, swallowed every thing they heard, and subscribed their hardlyearned dollars to support, in luxury and ex-travagance, the unprincipled adventurers who under the name of patriots, preyed upon their ignorance and credulity. John Morrissey was originally a prize-fighter, and lived by teaching the young Americans the noble self-defense, as he was not one of the leading men in his profession, and seldom ventured on a public fight. He afterwards set up a "Bar," or public house, and over this he established a small "Farobank," which he enlarged and improved by degrees until it became well known, and was very much frequented by the gamblers of New York. He succeeded so well at this business that he was able last year to go to Saratoga; and when all the country was flocking to that fashionable summer gresort, he, having taken the largest house there, opened an immense hotel, ball-rooms, and gambling-rooms, and it is said he cleared a profit of two millions of dollars during the season. He is now mentioned as one of those who pay the most income tax. His gambling-house in Union Square is magnificently furnished; at all hours of the day or night tables are laid out with every description of refreshment, which any frequenter may partake of. The wines are very good. Almost every game of chance is played, and the stakes are very high and unlimited. The frequenters of this house are the wealthy and wild young men of New York, and, occasionally, a Southern-looking man who, perhaps, has saved some of his property, and the everlasting professional gambler.

gether a very serious, anxious appearance; while the professional plays in a very quiet manner, and seems to care but little how the game goes, and his desire to appear as if the game was new to him is almost certain to expose him. Previous to the struggle for independence in the South, there were many hundreds of gamblers scattered about through the South ern towns, and the Mississippi steamboats used to abound with them. In the South a

It is very easy to distinguish the professional from the ordinary gambler. The latter

has a nervous expression about the mouth,

and an intense gaze upon the cards, and alto-

gambler was regarded as outside the pale of society, and classed with the slave-trader, who was looked upon with loathing by the very same men who traded with him; such was the inconsistency of public opinion. When the war broke out, and there were no

onger any passenger steamboats on the Mississippi, the gambler's "occupation was gone" in the sunny South; patriotism he knew not of; and fearing conscription, he made his way to the less hospitable and more frugal North. The large cities were, of course, their principal meeting places: New York, Philadelphia, and Baltimore were filled with them. The great inflation of the currency, the chronic state of excitement brought on by the war, and the large bounties issued to recruits, made those cities good fields for gambling operations. The American gambler differs from his European brethren in many respects; he is very frequently, in education, appearance, and manner, a gentleman; and if his private history were known, it would be found that he was of good birth, and was at one time possessed of considerable fortune, but having lost all at the gaming-table, he gradually came down to the level of those who proved his ruin, and having no profession nor means of livelihood left to him, he adopted their mode of life.

On one occasion I met a brother of a South ern General (very famous in the late war, and still a wealthy man), who at one time was one of the richest planters in the State of Louisiana, and now acting as an agent for a set of gamblers to decoy young men of means from the several hotels in New York to their gaming-house. After losing everything he had he became a croupier in a gambling house in New Orleans, and afterwards plied his trade on the Mississippi for some years; then went into Mexico, and finally went to New York, where he opened a house on his own account. During the war he speculated in "greenbacks," and lost all his ill-gotten gains, and had to descend to his present position.

There is nothing very interesting in this house of John Morrissey's; the same flocks of well-dressed and fashionable-looking men of all ages pass in and out all through the day and night; tens of thousands of dollars are lost and won; the "click" of the markers never ceases; all speak in a low tone-everything has a serious, quiet appearance. The dealers seem to know everyone, and nod familiarly to all who approach their tables. John Morrissey is occasionally to be seen walking through the rooms, apparently a disinterested spectator. He is a short, thickset man, of about forty years, dark com-plexion, and wears a long beard, dresses in a slovenly manner, and walks with a swagger. Now and then he approaches a table, makes a few bets, and is then lost in the crowd.

After the opera-house and theatres are closed, this gambling-house becomes very full. In fact, the best time to see it to advantage is about 2 or 3 o'cleck in the morning.

A little below the New York Hotel, and on the opposite side of Broadway, there is a gam--house, not quite so "respectable" as the one I have been describing; here the stakes are not below a dollar, and not more than twenty-five; there are no refreshments gratis, and the rooms are not so well furnished. men to be seen gaming in this house, differ but very little in appearance from those in Union Square, but there seems to be less discipline amongst them, and more noise and confusion. It is a rare thing to see an intoxicated man in a gambling-house, the doorkeepers are very particular as to whom they admit, and any disturbance which might call for the interference of the policewould be ruinous to their

business. The police are undoubtedly aware of everything going on in these houses, and do not interfere so long as everything goes on quietly. Now and then a clerk spends his employer's money, and it is discovered where he lost it, then a raid is made by the police in force, the tables and all the gaming paraphernalia are carried off, and the proprietors heavily

I witnessed a case of this: a young man, in the employment of a commission merchant, appropriated a large sum of his employer's money, and lost it at "faro." He was arrested, and confessed what he had done with it. The police at once proceeded to the house where the fare bank was kept, and the scene, when it was known that the police were below, beg-gars description. The tables were upset, and markers were flying about. Men, sprawling and scrambling on the floor, fought with one another for whatever they could seize; then the police entered and cleared the house, having arrested the owners of the bank. This was in one of the lowest gaming-houses, where

"skin" games (cheating games) are practised. In the gambling-house in Broadway, near the New York Hotel, I have often noticed a young man, apparently of some eighteen or twenty years of age, fashionably dressed, and of prepossessing appearance. On some days he would play very high, and seemed to have most remarkable luck, but he always played with the air of an old gamester, seeming careless as to whether he won or lost. One night he lost so heavily that he attracted the notice of all the players, every stake of his was swept away, and he still played on till his last dollar was lost; then he quietly walked out, whistling a popular Yankee air. He was there next day, minus his great coat, and watch and chain—he lost again, went out, and returned in his shirt sleeves, having pawned his coat, studs, and everything he could with decency divest himself of. He lost everything, and when I next saw him he was elling newspapers in front of the Post Office.

The mania for gambling is a most singular one. I have known a man to win a thousand dollars in a few hours, and yet he would not expend a dollar to get a dinner, but when he felt hungry, he went to a baker's shop and bought a loaf of bread, and that same night lost all his money at roulette.

There is another house on the corner of Centre and Grand streets, open during night and day. The stakes here are the same as in the one on Broadway, which I have just mentioned, and the people who play are very much the same—in fact, the same faces are con-stantly to be met with in all the gambling ouses, from the highest to the lowest. When gambler has but a small capital, he will to a small house, where small stakes re admissible. I saw a man win fifty or sixty dollars at this place, and then hand in his checks (markers) to be cashed. The dealer handed him the money, and said, "Now you go off, straight away to Union Square, and pay away all you have won from here to John Morrissey. That is the way with all of them, they never come here until they are dead broke, and have only a dirty dollar or so to There was some truth in what he said, but notwithstanding he managed to keep the bank going on.

There is a great temptation to a man who has won a sum of money at a small gamblinghouse to go to a higher one, as he may then at a single stake win as much as he could posibly win if he had a run of luck in a dozen

takes at the smaller bank. The bouse in Grand street is painted a bright reen, built of wood, and has a rather quiet ar down stairs. There does not seem to be very much done there in the gambling way, as half those who go in do not play. They stand around the tables, looking on, while not more than a few venture a stake on the game.

In No. 102, in the Bowery, there is one of the lowest of the gaming-houses I have seen in the Empire City. The proprietor is an Irishman; he employs three men as dealers, and they relieve one another every four hours uring the day and night. The stakes here are of the lowest, and the people to be seen here of the most rough to be found in the city The game is "faro," as elsewhere.

In this place I met an old friend with whom had served in the army of Northern Virginia, under General Lee, in his Virginia campaign of 1865. He told me he had been in New York since the end of the war, and lived a very uncertain sort of life. Whatever money he could earn he spent at the gaming-table. Sometimes he had a run of luck, and whilst it lasted he dressed well, and stopped at the most expensive hotels. One night he would sleep at the Astor House; and perhaps the next night he would not be able to pay for his bed, and would stay all night in the parks. Strange to say, hundreds live in this way, which is culgarly called "scratching" in New York. afterwards saw my friend driving an emnibus; and when I could speak to him, I found that he was still attending the banks with every cent he earned.

It is amusing to watch the proprietor of this place at the Bowery; he has a joke for every one he sees. "Hallo, old sport!" he cries; come and try your luck-you look lucky this vening; and if you make a good run you may port a gold watch and chain, and a velvet vest like myself." Then to another, "Young clearthe-way, you look down at the mouth to-night ome along, and have a turn! and never mind your supper to-night."

In this way the days and nights are passed in those gambling-houses.—London Society.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so concern a combination of wrought and cast tron. It is ery simple in its construction, and is perfectly atright; self-cleaning, having no pipes or drums to be aken out and cleaned. It is so stranged with upright mess as to produce a larger amount of heat from the came weight of coal than any furnace now in use. The hygrometric condition of the air so produced by aly new arrangement of evaporation will at cace demonstrate that it is the only Hot Air Furnace that all preduce a perfectly healthy atmosphere.

Those in want of a camplete Heating Apparatus could do well to call and examine the Golden Eagle CHARLES WILLIAMS.

Nos. 132 and 134 MARKET Street, Philadelphia.

A large assortment of Cooking Ranges. Fire Board toves. Low Down Grates, Ventilators, etc., always a land.

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THOMPSON'S LONGON KITCHENER
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tels, or Public Instantions, in TWENTY DIF
FERENT SIZES, Also, Philadelphia Rang
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currency. Tickels can be bought here by persons send-ing for their friends.

For inriber information apply at the Company's offices, JCLIN G. DALE. Agent.

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THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1216 tons, Captain P. F. Hogie JUNIATA, 1216 tons, Captain P. F. Hogie STAR OF THE UNION, 1978 tons, Capt. T. N. Cooksey, The THE STAR OF THE UNION will teave for New Orleans on Saturday, November 2, at 8 o'clock A. M., from Pler II, South Wharves, A. M., from Pler II, South Wharves, . M., from Pier Is, South Wharves. The JUNIATA will leave New Orleans for this or November 2, Through bills of lading signed for freight to Mobile. Through blus of nabing signed for freight to Mohl Salveston. Natchez, Vicksburg, mempilis, Nashvill airo, St. Louis, Louisville, and Cincinnati.

Agents at New Orleans, Creavy, Nickerson & Co., WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Preight Agent, 4 1]]

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THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE FOR SAVANNAH, GA.

TONAWANDA, See tons, Captain Win, Jennings, WYOMING, See tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the above port on Saturday, October 26, at 8 o'clock A. M., from Pier 15 South Wharves.

Through passage tickets soid, and freight taken for all points in connection with the Georgia Central Rail road.

WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, No. 34 S. Delaware avenue.

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411

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C.

The steamship PIONEER, 512 tons, Captain J. Ben bett, will leave for the above port on Thorsday October 31, at 5 o'clock P. M., from Pier 18 South Whatves

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Bills of lading signed at through and reduced rates o all principal sounts in North Carolina.

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PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET.

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DRAFTE AVAILABLE THROUGHOUT ENGLAND IRELAND, SOUTLAND, AND WALES.

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NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington D. C., vin Chempeakannd Delaware Canal van connections as Alexandria from the most directions for Lynchburg, Bristol, Knowville, Nashville Callen, and the Southwest. Steamers leave regularly from the first wharf above

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POLY.-DAILY LINE FOR BALTI
MORE, via Chesapeake and Deta whit Lanal.

Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (sandays excepted).

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

Freight handled with great care, delivered promptly, and forwarded to all points beyond the tenuinus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages etc. etc.

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FOR NEW YORK. SWIFE.

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terms, apply to WILLIAM M. BAIRD & CO., No. 122 S. DELAWARE Avenue.

NOTICE TO HAVANA SHIPPERS. South Ce to Havana shippers.

Shippers in the Coos trade are beenly notined that the steamers of the New Orleans line will hereafter touch regularly at Havana for freight and passengers both going and returning, and will sait promptly as anvertised.

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"The undersigned having issued the Kalsington Schiw Dock, bega to inform his friends
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Having the sacency for the sale of "Wottersted"s
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No HE N. THIED Street. For preventing all roofs
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FROM PHILADELPHIA TO THE INTERIOR OF
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QUEHANNAL CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
FAIL ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, September 39, 1897.
Leaving toe Company's Depot, at TRIRTEENTE
and Callow Hill, Streets Philadelphia, at the following bourse-

wing hours:
MORNING ACCOMMODATION,
At TMA. M., for Reading and Intermediate Stations

MORNING ACCOMMODATION,
At rom A, M., for Reading and intermediate Stations
Returning, leaves Reading at 0 50 P. M., arriving in
Philadelphia at 910 F. M.

MORNING EXPRESS.
At wife A, M., for Beading, Lebance, Harrisburg
Pottswille, Pinegrove, Tamaqua, Stonbory, Williams
Pottswille, Rightswille, Pinegrove, etc., etc.

Allentown, Willis Stonbory, etc., at PORT
Calbrion Willis Stonbory, Richitza, etc.; at HARRIS
Borland, Willis Stonbory, Willis Stonbory, Willis Stonbory, Richitza, etc.; at HARRIS
Borland, Willis Stonbory, Company, Pinegrove, etc.

APTERNOON EXPRESS

berland, Willis Dork, York, Chambersburg, Pine 1909, etc.

AFERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potstown at 2:45 A. M., stopping at interpolation of the property of the philadelphia at 3:30 P. M., servives in Philadelphia at 3:30 P. M., servives in Philadelphia at 3:30 P. M., servives in Potstown at 2:45 A. M., stopping at interpolation, arriving at Philadelphia at 3:30 P. M., servives in Potstown at 2:55 A. M., atopping at all way tations, arriving at Philadelphia at 3:30 P. M., arrives at 10 A. M., Returning, leaves Philadelphia at 3:00 P. M., arrives of Itading at 7:40 P. M., arriving in Philadelphia at 1:00 P. M., American trains leave Harrisburg at 2:10 P. M., Potstyllie at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 1:10 P. M., Connecting at Reading with Afternoon accommodation south at 6:30 P. M., arriving in Philadelphia at 5:10 P. M.

Market train, with pussenger car attached, loaves philadelphia at 1:30 p. M., and all way stations. Leaves Potsville at 7:00 A. M., for Philadelphia at 3:17 P. M. Leaves Philadelphia in 3:17 P. M. Leaves Philadelphia in 5:17 P. M. Leaves Potsville at 7:00 A. M., and Philadelphia at 3:17 P. M. Leaves Philadelphia in 5:17 P. M. Leaves Philadelphia in 5:

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate courts take the 7.30 A. M., and 5.00 P. M. trains from hilladelphia, returning from Downingtown at 8.10 A. Philadelphia, returning from Downingtown at 5:10 A ht and 1:00 F. M. THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M. pasang Reading at 1:30 A. M and 1:30 and 10:06 P. M. and connecting at Harrisburg with Pennsylvania and Northerp Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, as 3 and 8:35 A. M. and 9 P. M., passing Reading at 4:2 and 10:30 A. M., and 4:20 and 11:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:20 P. M. Steeping, cars accompany these trains through between in New York at 10'10 A. M., and 4'96 and 5'20 P. M. Eleeping cars accompany these trains through between Jersey Chy and Phitaburg, without change. A mail train for New York leaves Harrisburg at 2'11 P. M. Mail train for Harrisburg leaves New Yorl SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottaville at 7 and 11:30 A. M., and 7:1.
M., returning from Tamaqua at 7:35 A. M. and 14 ADRI 4'15 P. M. SUHUY LKILL AND SUSQUEHANNA RAILROAL Trains leave Abburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont returning from Harrisburg at 525 P. M., and from Tremont at 755 A. M. and 525 P. M.,

Through first-class tickets and emigrant tickets to annda. Excursion tickets from Philadelphia to Reading and Excursion tickets from Fulladeiphia 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. ERADEORD, Treasurer, No. 27 S. FOURTH Street, Philadelphia, or of G. A. NICOLIS. General Esperintendent, Reading:—

COMMUTATION TICKETS At 25 per cent, discount, between any points desired milies and firms.
MILEAGE TICKETS, Good for 2000 miles between all points, \$52.00 each for families and firms, SEASON TICKETS,

BEASON 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 fornished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

cards entitling themselves and wives to tickets at half fare.

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 THIRTEENTB and CALLOWHILL Streets.

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

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Leave Philadelphia daily at 3'30'A. M., 12'45 noon and a P. M., for Reading, Lebanon Harrisburg, Pottsville, Port Clinton, and all points forward.

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Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. H., and for the principal stations only at 2 15 P. M.

DENNSYLVANIA CENTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 18, 1867. The trains of the Pennsylvania Central Railrond leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cers, the last car connecting with each train leaving Front and Market streets thirty minutes beeaving Front and Market streets thirty minutes be-bre its departure. The Chesnut and Walnut Streets are run within one square of the Depot.

On Sundaya—The Market Street cars leave Front and Market Streets thirty-five minutes before the leparture of each train,
Sleeping Car Tickets can be had on application at he Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot.

For turiber information apply to JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street. SAMUEL H. WALLACE, The Pennsylvania Radirond Company will not assume any risk for Baggage, except for Wearing Aparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

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WINTER TIME TABLE.

Through and direct route between Philadelphia, staltmore, Harrisburg, Williamsport, and the Great oil Region of Pennsylvania.

ELEGANT SLICEPING CARS on all Night Trains. On and ster MONDAY, October 14, 1857, the trains on the Philadelphia and Frie Railroad will run as follows:-

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NORTH PENNSYLVANIA BAILROAD .-THE BIDDLE ROUTE.—Shortest and most irect route to Bethichem, Allentown, Mauch Chunk inselton, White Haven, Wilkesbarre, Mahanoy City

direct route to Bethiebem, Allethown, Mauch Chunk, Harseiton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scrauton, and all points in the I chigh, Mahanoy, and wyonning coal regions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY THAINS.
On and after Whilnessia Y. May S. 1887, Passenger trains leave the New Deput, corner Berks and American streets, daily (sundays excepted), as follows:—At 7-M A. M.—Morning Express for Bethiebem and Principal Stations on North Pennsylvania Reliroad connecting at Bethiebem with Lenigh Valley Baltroad for Allentown, Catasanqua, Shaing on, Mauch Chunk, Weatherly, Jeansyllie, Hazelton, White Haven Wilkesbarre, Pittston, Scranton, and all points in Lenigh and Wyoming valleys also, in connection with Lenigh and Mahanoy Raliroad, for Mahanoy City, and with Catawissa Raliroad, for Rapert, Danville, Milton, and Williamsport, Arrive at Manch Chunk at 12-65 A. M.; at Wilkesbarre at 3 P. M.; at Machanoy City at 2 P. M.; at Seranton at 405 P. M., Passengers by this train can take the Lenigh Valley train, passing Rethielem at 1175 P. M., for Easton, and points on New Jersey Central Raliroad to New York.

At 8-46 A. M.—Accommodation for Doylestown, stop-

problem on the property of the problem of the problem of points on New Jersey Central Railroad to New York.

At 240 A. M.—Accommodation for Doylestown, stopoing at all intermediate stations. Passengers for white Grove, Hatboro, and Harisville, by this train, take the singe at Old York road.

At 10/18 A. M.—Accommodation for Fort Washing ton, stopping at intermediate stations.

At 1/10 P. M.—Express for Bethlehem, Allentown fanch Chunk, White Haven, Wilkesbarre, Mahasoy City, Centralia, Shenandosh, Mount Carnel, Pittston. Scranton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take the train to Guskertown.

At 24 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take itage at Doylestown for New Hope; at North Wales for Sumpsytows.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartaville, take stage at Abingt. It for Lamberville at Doylestown, take stage at Abingt. It for Lamberville at Doylestown, the Down and all stations on main line of North Pennsylvania Railroad, connecting at Bethehem with Lehigh Valley Evening train for Easton, Allentown, and Sance Chunk.

At 22 P. M.—Accommodation for Lamsdale, stop-

ance Chunk,
At 620 P. M.,—Accommodation for Lansdale, stop-ing at all intermediate stations.
At 1138 P. M.,—Accommodation for Fori Wash-

At 1730 F. M.—Accommonators at 1730 F. M.—Accommonators at 1730 F. M.—Accommonators at 1730 F. M. Prom Bethlebent, at 1715 A. M., 1705 and 5'40 P. M.—205 P. M. train makes direct connection with Lepigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 170 A. M. arrive in Philadelphia at 275 P. M., connect at Sethlebent at 6'15 P. M., and arrive in Philadelphia at 180 P. M.—Accommonated Bernstein at 6'15 P. M., and arrive in Philadelphia at 180 P. M.—Accommonated Bernstein at 180 P.

at Bethiehem at \$15 P. M., and arrive in Philadelphis
10 P. M.
From Doylestown at \$25 A. M., \$10 P. M., and
10 P. M.
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 11-50 A. M. and 3'05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 12-30 A. M.
Philadelphia for Doylestown at 2-45 P. M.
Doylestown to Philadelphia at 4'30 P. M.
Bethlehem to Philadelphia at 4'30 P. M.
Fifth and Sixth Streets Passenger cars convey passengen 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.
Ticacis must be procured at the Ticket Office in order to scure the lowest rates of fara.

Tickets sole and Baggage checked through to principal points at Mann's North Pennsylvania Eaggage Express Office.

No. 105 S. FIFTH Street.

DHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMINGTON AND BALE
TIMORE RAILBOAD,
TIME TABLE,
Commencing MONDAY, September 20, 1867, Trains
will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:
Way Mail Train at 850 A. M. (Sundays excepted,
or Estimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for
Crisfield and intermediate stations.
Express Train at 2 M. (Sundays excepted) for
Estimore and Washington,
Express Train at 22 P. M. (Sundays excepted) for
Estimore and Washington, stopping at Chester, Thuslow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkion, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rain,
Night Express at 11'00 P. M. (daily) for Baltimore and
Washington. Connects at Wilmington (Saturdays
excepted) with Delaware Baliroad Line, stopping at
Newcastle, Middletown, Clayton, Dover, Harrington, Scaford, Salisbury, Princess Anne, and connectlog at Crisfield with Eost for Fortress Monros, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via
Baltimore will take the 11 M. Train, Via Crisfield will take the 11-00 P. M., Train.

Stopping at all Stations between Philadelphia and
Wilmington.

Leave Philadelphia at 1'80, 4'30, 6'00, and 11'30

Wilmington.
Leave Philadelphia at 1'30, 4'30, 6'00, and 11'30 (caily) P. M. The 4'30 P. M. Train connects with belaware Kalirozd for Milrord and intermediate stations. The 6'00 P. M. Train runs to New Coatle.
Leave Wilmington at 7 and 8 A. M., 4'00, and 8:36 (daily) P. M. FROM BALTIMORE TO PHILADELPHIA Leave Baltimore 7:25 A. M., Way Mail, 9:35 A. M. Express, 2:15 P. M., Express, 6:35 P. M., Express 5:35 P. M., Express,

zpress, 215 P. M., Express, were respectively.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8:35 P. M., stopping at Havreds-Grace, Perryville, and Wilmington. Also stops at
Northeast, Eliton, and Newark to take passengers
for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers
ton or Baltimore, and at Chester to leave passengers ton or Ballimore, and at Chester to leave passengers from Washington or Ballimore.

Through Ticketa to all points West, South, and Southwest, may be produced at the Ticket Office, No. 328 CHESE: The Street, under the Continental Hotel, where also aterooms and berts in steeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage, checked at their residence by the Union Transfer Company,

452

H. F. EENNEY, Superintendent.

lorence. At 6 and 10 A. M., 1, 3'30, 5, 6, and 11'30 P. M., for Edgewater, Hiyerside, Riverton, and Palmyra. At 6 and 10 A. M., 1. 830, 6, and 11:30 P. M., for Fish The 1 and 11'30 P. M. Lines leave from Market

Street Feiry, upper side. LINES FROM KENSINGTON DEPOT Will leave as follows:— At II A, M., 430 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines. At 5, 16-15 and H A. M., 2-30, 3-38, 4-30, 5, and 12 P. M., or Trenton and Bristol.

At 8 and 10 15 A. M., 250, 5, and 12 P. M. for Morris-ellle and Tullylown.

At 8 and 10 15 A. M., 250, 450, 5, and 12 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, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.,
for Holmesburg and intermediate stations.
BELIVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, canandaigna, Elmira, Ithaca, Owego, Rochester, binghamton, Oswego, Syracuse, Great Bend, Mon-tose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, At 8 A. M. and 3'30 P. M. for Beividere, Easton, amberiville, Flemington, etc.
The 230 P. M. Line connects direct with the Train
eaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-

tions.
Lines from West Philadelphia Depot, via Connecting Raliway, will leave as follows:—
At 900 A. M., and PS and 630 P. M. Washington and
Saw York Express Lines, via Jersey City, Fare, §3 25.
The 630 P. M. Line will ron daily. All others,
Sundays excepted.
October 25, 1867.
WM. H. GATZMER, Agent,

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
RAILHOAD, VIA MEDIA.
On and after MONDAY, October 7, 1857, Trains will
leave Depet, THIRTY-FIRST and CRESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 74, A. M.,
II A. M., 250 P. M., 416 P. M., 450 P. M., 65 P. M., and
II SO. M.
Leave West Chester for Philadelphia from Depot
on East Market street, at 525 A. M., 745 A. M., 876
and 1045 A. M., 155 P. M., 450 and 555 P. M.,
Trains leaving West Chester at 350 A. M., and leaving Philadelphia at 450 P. M., will stop at R. C. Junotion and Media only,
Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 745 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 convoy passengers into the City; and
for three 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 Chesnut and Wainut Street cars connect with

streat, the last car connecting with each train leaving Front and Market streets thirly minutes previous to detarture.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down the sand the Campden and Amboy RR. office, at Wainut street wharf, passing out Wainut street to the depot.

Leave Philadelphia at \$20 A. M. and 2 P. M.
Leave West Chester at 7:55 A. M. and 4 P. M.
The cars on Market street will connect with all Sinday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:55 A. M. and 4:50 P. M., connect as B. C. Junction with trains on P. and R. C. B. 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 asms.

HENRY WOOD,
4:25

Children Third Times CENs.

DHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—Summer Arrangements, on and airer SATURDAY, June 1, 1887, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUTT Streets (West Philadelphia), at 715 A. M. and 470 P. M.
Leave Rising Sun at 5.15 and Oxford at 508 A. M., and leave Oxford at 238 P. M.
A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1115 A. M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 280 P. M., runsing through to Oxford.

The Train leaving Philadelphia at 715 A. M. conscious at Oxford with a daily line of Stages for Peach Hottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Artisencon Train for Philadelphia.

The Train leaving Philadelphia at 450 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

Rising Sun, Md.
Pussengers 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,
5112
HENRY WOOD General Sup's. W EST JERSEY RAILROAD LINES, FROM VEST JERSEY RAIL ROAD LINES, FROM foot of MARK ET Street (Upper Ferry).
Commencing TUESDAY, September 17, 1867.
For Bridgeton, Ealem Vineland, Millylle, and intermediate stations, 800 A. M., and 200 P. M.
For Cape May 230 P. M.
For Woodbury at 8'00 A. M., and 200 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 8'00 P. M.
Freight received before 9'00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue, 72 tf WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY

21, 1867, trains will leave from foot of MARKET Street (upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and Pemberton, at 10 30 A. M. and 4 30 P. M.

Leave Pemberton at 7 55 A. M. and 2 05 P. M.

"Mt. Holly "817" "252"

Moorestown "842" "252"

10 22 tt C. SAILER, Superintendent.

LUMBER.

1867. SELECT WHITE PINE BOARDS AND PLANK.
44, 54, 64, 2, 25, 3, and 4 inch
CHOICE PANEL AND ist COMMON, 16 feet long.
WHITE PINE, PANEL PATTERN PLANK;
LARGE AND SUPERIOR STOCK ON HAND,

1867. BUILDING! BUILDING 7 -BUILDING! BUILD
LUMBER! LUMBER! LUMBER!
4 CAROLINA FLOORING,
5 CAROLINA FLOORING,
5 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
STEP BOARDS,
RAIL PLANK,
PLASTERING LATH.

1867. SHINGLES, AND CYPRESS

1867. WALNUT BOARDS.
WALNUT BOARDS.
WALNUT BOARDS.
WALNUT PLANK.
LARGE STOCK-SEASONED. 1867.—LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND PINE.

1867. ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENERRS.

1867. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST! SPRUCE JOIST SPRUCE JOIST! FROM 14 TO 82 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, NOS, 24, 26, AND 28 S. FIFTEENTH ST. ESLER & BRO., Proprietors.

Always on hand, made of the Best Seasoned Lumber! at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Newels, Balusters, Bracket and Wood Mouidings, WOOD MOULDINGS, BRACKETS, BALUSTERS

Walnut and Ash Hand Railing, 3, 314, and 4 inchese EUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 612 J. C. PERKINS, LUMBER MERCHANT,

Successor to R.; Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment of Building Lumber. 6242

PAPER HANGINGS. NEW ESTABLISHMENT.

PAPER HANGINGS, ETC.

E. COBNER 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.

WANTS.

BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the reil of secresy which has hitherto caveloped the liner distory of the great civil war, and this is done by offset up to the public General L. C. Haker's "HISTORY OF THE SECRET SERVICE."

For thrilling interest this book transcends all the somences of a thousandy-cars, and conclusively prevent that first is stranger than fiction. Soo per month, Agents are clearing from the second applicant. A thick we can prove to any doubling applicant.

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The Walters