The Fashionable World in a Spasm-A War Fright and Imperial Ovation-Royal Costumes at the Austrian Reception-Scene at the Elysee-Foilets for the Coming Fetes-Dress Materials and Evening Trains-A Ball Dress-A Real Novelty in Dress-An Illuminated Walking Stick-Matrimony Under Dif-

PARIS, Oct. 25 .- All the political, social, and fashionable news of this week can be resumed thus:-A panic, caused by what appeared to be certain war with Italy and its attendant inevitable consequences, much too horrible for a fashion letter, and when that fright was over joyful preparations for the reception of the Em-peror of Austria and his two brothers. It is really too bad to be alarmed out of one's senses really too had to be alarmed out of one's senses to-day and coaxed into a good humor to-morrow, as if our morals had gone through the extremes of a hot and cold Russian bath ever since they were christened. Parents ought to have them steeped in gutta-percha, which is not only impermeable, but clastic. Well, we have got over it, and we are very glad that Garibaldian arrangements. did run away when poor M. Ratazzi (who was too much of an Italian one day and too much Frenchman another) left the door open

behind him, not on purpose, of course,
I wish a great many other parties I may not mention could see their way out as well there are so few openings for a fashion writer in the political sphere.

But to return to the carnival of the Emperor

rancis Joseph and the Archdukes; no less than four hundred thousand people flocked to see them, actuated by reelings of sympathy and sorrow, etc.; no curiosity, perhaps a little regret, besides, that the wrong party had come in for the breakages at Solferine.

Napoleon III, the Princess de Metternich (in a green satin robe and black lace shawl), Prince Napoleon, the Marshals and Ministers, in grand uniform, awaited the visitors in a salon d'honneur at the Eastern Station. Exactly at three the train arrived, and a few moments later all the presentations ensued, the two emperors shaking hands. Haydn's National Hymn struck up and the brilliant cortege proceeded to the eight court carriages in attendance. The Emperors of France and Austria in one. The Archdukes, Prince Napoleon, and Prince Joachim Murat in the second. Baron Buest and other excellences in the third. Prince Metternich (the Ambassador of Austria), who, by the way, looked much swollen, the Grand Master of the Court of Austria, and as many excellencies as could find room in the fourth; and colonels and majors, and barons and captains, and viscounts aides-de camp, until there was no getting in any more regimentals and titles anywhere.

The Emperor of Austria's uniform was splen did; claret colored pantaloons with gold stripes. hat with scarlet feathers, a white Cashmere tunic with silver buttons, and neross the grand cordon of the Legion of Honor. The Archdukes were dressed in the same uniforms.

The Empress Eugenie, Imperial Prince, all the princesses, the great Mistress of the Robes, the overness of the Enfants de France (there is but one enfant, though the title is in the plural, probably because it looks more), the adjutants and ladies of honor, all advanced to welcome the new comers to the foot of the perron, or grand entrance, as soon as the carriages drew up at the Palace of the Elysee. Fresh presentations and introductions; a perfect flash of brocade, steel wearons, gold bullion and glittering epaulettes; cries of "Vivat!" outside; prancing of horses and protusion of Cent Gardes. The squadron of carabineers looked imposing and invincible.

And now for one small observation, which I made when all the court had driven off to St. Cloud, and I was allowed one peep of the interior of the Elysee Napoleon, where the Emperor's guests will reside during their stay in Paris. Everything that was prepared for the reception of the Sultan in the same palace has been renewed-hangings, ornaments, etc. On expressing my surprise at the immense outlay, I was told that all the magnificent tapestry, car-peting, satins, velvets, and even the decorations n the walls, had been replaced.

While I am writing this account the Parlsians are gathering together in order to witness the grand review, which takes place to-day at the Bols de Boulogue. There will be shooting at St. Germain to-morrow, and a banquet at the Hotel de Ville on Monday.

I have seen some of the toilets for these oc-

There are no novelties, but improvements on what has here been a ready described. Violet plush with gilt buttons and violet taffeta sashes

The trains for evening receptions are of most fabulous length. One of the Empress' atternoon robes is a black poult, worked round and up each side in front with satin branches, that is, leaves of satin; and the bottom of each front width ends with a large satin hearts-ease, baving golden thread fibres which come out from under a central gold button in the heart. Flowers are thus formed of material with lewelled hearts for evening attire.

Another of these court dresses is made of velvet, and is trimmed with satin oak leaf branches. Branches of coral are also made of thick scarlet gimp on white satin.

A lovely ball dress worn at St. Cloud was a

white satin, trimmed with white lilac branches, heading a lace flounce round the bottom, and over all a tulie skirt spotted with crystal dew-Gold galoon and gold braid will be much worn

m black silk in the centre of rosscuts.

Three perfect cariccatures in the shape hats have been worn by three of the greatest adies at Court, at least by the three most in favor — Madame Carrette, who was Mad'lle Bouvet, the Empress' lectrice, Madame de Lourmel, and Princess Galitzin. The latter ever tarts most exorbitant styles. Let us hope that the three grey beavers will not be adopted Let us hope The streamers are now more emphatically debroned by the Roman rings which are now worn behind, and from which our new hang. Some are made of jet, and these, in my opinion, are far more suitable than the gift and imitation silver first approved. Some ar as large us the rings on prison chains and bell

Scotch merino costumes are much worn at 5t. Cloud over colored petiticoats, looped up with satin crosscuts and bows. The sashes are ade wide, of the same material, and hemmed with crosscuts-sc rouleaux to match the under petticoat. Thick cord and tassels are the most appropriate trimming for English volvet cos-

Blue woollen twill or serge is much liked for ueful mourning and shopping tollettes. They be trimmed with coarse and broad guiliary braid. The favorite shades are blue and

Valencias is the name of a soft wool material much approved for demi-toilet walking

It is whispered that the Empress will spend some part of this winter at Hyeres, where M.

Haussmann has engaged a villa, which, it is supposed, is for her accommodation.

The new gentlemen's caprice is a walking-stick, with a sword inside, at one end, and matches and candlestick at the other. O moon-light! starry havened to see the starry h

light! starry heavens! your beams are no longer required; the poetry of lovers is henceforth to

required; the poetry of lovers is henceforth to be inspired by a powerful flame from a walking-stick—a stick, the new torch of Hymen!

Another scrap of news is that the papera baving announced the probable union of Gustave Dore with Adelina Patti, her brother-inlaw, Mr. Strakosch, has informed the public that the report is false, and that the diva is the Hancee of art alone. Plenty of other brides and briderooms have wedded more palpably this bridegooms have wedded more palpably this week. No less than five couples were kept waiting for the Mayor to pronounce the solemn marriage service at the seventh arrondissement hat Wednesday. They waited from 11 o'clock until 3 in the afternoon; but none took advan-tage of the space of time thus allowed to charge their minds and turn away single. All tenaonely took up stations and waited. The Mayor suppened to have gone out for a picnic; his representative, on finding his superior thus engaged, had gone out fishing, and both had to be fetched ere the indissoluble bonds could be riveted, — N. Y. Heratd.

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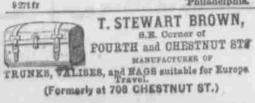
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Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER AHRANGEMENT.

On and after WEDNESDAY, May 8, 1897, Passenger trains leave the New Depot, corner Herks and American streets, daily (Sundays excepted), as follows:—
At 74-A. M.—Morning Express for Behlehem and Principal Stations on North Pennsylvania Railroad, connecting at Behlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Siatington, Mauch Chunk, Wentherly, Joansville, Hazelton, White Haven, Wilkesbarre, Pittston, Scranton, and all points in Lehigh and Myoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Rupert, Dasville, Mikton and Williamsport, Arrive at Mahanoy Chiy at 2 P. M.; at Scranton at 499 P. M. Passengers by this train can take the Lehigh Valley-train, passing Bethlehem at 1103 P. M., for Easton, and points on New Jersey Central Railroad to New York.

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

and points on New Jersey Central Railroad to New York.

At *45 A.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 15 15 A. M.—Accommodation for Fort Washington, stopping at latermediate stations.

At 13 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilk's share, Mahanoy City, Centralia, Shenandoah, Mount Carmel, Pitiston, Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2 35 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage 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 Harisville, take stage at Abington for Lumberville at Doylestown.

At 5 P. M.—Through accommedation for Bethlebem, and all stations on main line of North Pannayl-vania Katirond, connecting at Bethlebem with Lehigh Valley Evening train for Easton, Allentown, and Manch Chunk.

hunk, P. M.—Accommodation for Lansdale, stop hig at all intermediate stations.

At 11:50 P. M.—Accommodation for Fort Wash

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 915 A. M., 205, and 540 P. M.
245 P. M. train makes direct connection with Lehigh
valley trains from Easton, Whikesbarre, Mahanoy
ity, and Hasiston. Passengers leaving Easton at
120 A. M. arrive in Philadelphia at 205 P. M.,
Passengers leave Wilkesbarre at 120 P. M., connect
to Bethlehem at 645 P. M., and arrive in Philadelphia
to 40 P. M. From Doylestown at 8 25 A. M., 5 10 P. M., and

From Doylestown at 825 A. M., 519 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 355 P. M.
ON SUNDAYS.
Philadelphia for Bethiebem at 930 A. M.
Philadelphia for Bethiebem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 730 P. M.
Bethiebem to Philadelphia at 430 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 ran within a short distance of the Depot.
Tickets must be procured at the Ticket Odice in order to secure the lowest rates of fare.
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Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

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DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing Monday, September 30, 1867. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), (or Baltimore and Washington.

Express Train at 3:20 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymout, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, Charleslows, Perryville, Hayre-de-Graco, Aberdeen, Perrylown, Perryville, Havre-de-Grace, Aberdeen, Perry man's, Edgewood, Magnolia, Chase's, and Stemmer's

Night Express at 11 00 P. M. (daily) for Baltimore Night Express at 11:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Bailroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seatord, Salisbury, Princess Anue, and connecting at Crisheld with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Crisheld will take the 11:00 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Wilnington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 1:30 (daily)

P. M. The 4:30 P. M. Train connects with Delaware
Rallicad for Milford and intermediate stations. The
8:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00 and 6:30

Leave Wilmington at 7 and 8 A. M., 400 and 600 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7.25 A. M., Way Mail; 935 A. M.,

Express: 215 P. M., Express; 635 P. M., Express; 825
P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 855 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Etkon, and Newark, to take passengers for Philadelphia and leave passengers from Washington 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. 825 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-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, 481

H. 6. KENNEY, Superintendent.

At 6 and 10 A. M., 1, 3 30, 5, 6, and 11 30 P. M., for Edgewater, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3 30, 6, and 11 30 P. M., for Fish House.

The 1 and 11'30 P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT Will leave as follows:—
At II A. M., 480 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. sington and Jersey City, New York Express Lines. Fare, \$3. A18 10:15 and 11 A. M., 2:30, 5:30, 4:30, 5, and 12 P. M., for Trenton and Bristol.

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

At 8 and 10/1 A. M., 2/30, 4/30, 5, and 12 P. M., for At 8 and 101 A. M., 230, 430, 5, and 12 P. M., for Schenck's.
At 1015 A. M., 230, and 5 P. M., for Eddington.
At 730 and 1015 A. M., 230, 4.5, 8, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 3 P. M., for Holmesburg and Intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigus, Elmira, Ithaca, Owegs, Rocaester,
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Waler
Cad., etc., etc.

ap, etc., etc. At S A. M. and 3 n P. M., for Belvidere, Easton, Lamberiville, Fiemington, etc.
The 3:50 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Beinle-At 5 P. M. for Lambertville and intermediate stations.
Lines from West Philadelphia Depot, via Connecting Pailway, will leave as follows:—
At 900 A. M., and 150 and 630 P. M., Washington and New York Express Lines, via Jersey City. Fare, The 9 A. M. and 6:50 P. M. Lines will run daily. All others, Sundays excepted.
October 28, 1897.
WM. H. GATZMER, Agent.

THILADELPHIA, GERMANTOWN, DHILADELPHIA, GEBMANTOWN, AND NORRISTOWN RAILROAD,—TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A, M.; 1, 2, 354, 35, 4, 5, 554, 6-10, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 754, 5, 820, 9, 10, 11, 12 A, M.; 1, 2, 3, 4, 454, 6, 852, 7, 8, 9, 10, 11 P, M.

The 8-20 Down Train, and 354 and 554 Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 94, A, M. 2, 7, 1054 P, M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A, M. 2, 734, 554, 7, 8, and 11 P, M.

Leave Chemnt Hill 7-10, 8, 9-49, and 11-40 A, M. 1-40.

and II P. M.
Leave Chesnut Hill 7'10, 8, 9'40, and 11'-10 A. M. 1'40, 3'40, 5'40, 6'40, 8'40, and 10 40 P. M.
ON SUNDAYS.
Leave Pulladelphia 9', A. M. 2 and 7 P. M.
Leave Chesnut Hill 7'10 A. M. 12'40, 5'40, and 5'20'

Popot, NINTH and GREEN Streets

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THE DAILY RESERVING TELECRAPH THE ADALESIA, SUPERIAL DEPOSIT DESCRIPTION AND ADDRESS AND ADDRESS.

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E A D I N G R A I L R O A D.

EROM PHULADELPHIA TO THE INTERIOR OF FENNSYLVANIA, THE ECHUYLKILL, SUSQUEHANNA CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS,
FALL ARRANGEMENT OF PASSENGER TRAINS, MONDAY, September 29, 1847, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the foliowing hours:—

and CALOW HILL Streets, Philadelphia, at the folicwing hours:—

MORNING ACCOMMODATION,

At 7:30 A. M., for Reading and Intermediate stations.

Returning, leaves Heading at 5:30 P. M., arriving in Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 5:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Emira, Rochester, Nisaara Falis, Buffalo, Allentown, Wilkeabarce, Pittsion, York, Carlisle, Chambersburg, Hagerstown, etc. etc.,

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLIATON with Catawis a Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARILIS-BURG with Northern Central Camberland Valley and Schuylkill and Susquehanna trains for Northern Cherrishand, Williamsport, York, Chambersburg, Pinegrove, etc.

and Schuylkill and Susquehana trains for North-maheriand, Williamsport, York, Chambersburg, Pinegrove, etc., AFTERNOON EXPRESS Leaves Philadelphia at 32) P. M., for Reading, Potts-ville, Harrisburg, etc., connecting with Reading and Columbia Rallroad trains for Columbia, etc. PO.TSTOWN ACCOMMODATION Leaves Pottstown at 545 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 505 P. M.; arrives in Pottstown at 500 P. M.

Returning, leaves Philadelphia at 5'55 P. M.; arrives in Pottstown at 8'00 P. M.

READING ACCOMMODATION
Leaves Reading at 7:20 A. M., stopping at all way stations arriving at Philadelphia at 10'10 A. M.
Returning, leaves Philadelphia at 10'10 A. M.
Returning, leaves Philadelphia at 5'00 P. M.; arrives in Reading at 7'45 P. M.
Trains for Philadelphia leave Harrisburg at 8'10 A. M., and Pottsville at 8'45 A. M.; arriving in Philadelphia at 1'00 P. M. Afternoon trains leave Harrisburg at 2'10 P. M. Pottsville 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 4'10 P. M. Connecting at Reading with Afternoon Accomodation south at 8'20 P. M., arriving in Philadelphia at 8'10 P. M.

at \$10 P. M.

Market train, with passenger car attached, leaves
Philadelphia at 12.45 noon for Pottsville and all way
stations. Leaves Pottsville at 7.00 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8.00 A. M., and
Philadelphia at 2.15 P. M. Leave Philadelphia for
Hensling at 8.00 A. M., returning from Reading at 4.25
P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., and 5-90 P. M. trains from Philadelchia, returning from Downingtown at 6-10 A. Philadelphia, returning from Downingtown at 6:10 A, M. and 1:30 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:08 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsnort, Elmira, Battimore, etc.

Heurning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:40 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. Biceping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:10 P. M. Mail train for Harrisburg leaves New York at 12:10 P. M. Mail train for Harrisburg leaves New York

SCHUYLKILL VALLEY BAILROAD. Trains leave Pottsville 4t 7 and 1135 A. M., and 7:10 P. M., returning from Tamaqua at 7:35 A. M., and 1:46 P. M., returning from Tamaqua at 7:55 A. M., and 1:49 and 4:16 P. M.
SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,
Trains leave Auburn at 7:56 A. M. for Pinegrove and Tremont, returning from Harrisburg at 5:20 P. M., and from Tremont at 7:53 A. M. and 5:25 P. M., and from Tremont at 7:53 A. M. and 5:25 P. M.
TickETS.
Through first-class tickets and emigrant tickets to a i the principal points in the North and West and Chuada.

Excussion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good oily for one day, are sold at Reading and intermediats, stations, by Reading and Potistown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of it, BRADFORD, Treasurer, No. 227 South FOURTH Street, Philadelphia, or of G. A. NICOLLS, General St. perintendent, Reading.—

COMMUTATION TICKETS

At 25 per c int, discount, between any points desired, for families a of firms.

Good for 200t miles between all points, \$32.50 each for families an 1 firms.

SEASON TICKETS,

For three, six, ulne, or twelve months, for holders hada.

For three, six, nine, or twelve months, for holders

only, to all poins, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished cards entitling the magives and wives to tickets at nair EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturdey, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

REIGHT.

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

PREIGHT TRAINS

Leave Philadelphia duly at 5'30 A. M., 12'45 noon, and 8 P. M., for Reading, bebanon, Hardsburg, Pottsville, Port Clinton, and al. points forward.

Close at the Philadelphia Post Office for all places on the road and its branch at 5 A. M., and for the principal stations only at 2'3 P. M.

Then Nevi I VANIA CONTRAL PAULOGAD

DENNSYLVANIA CONTRAL RAILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1877.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnul and Wainut Streets cars run within one square of the Depot.

On Sundays—The Market Striet cars leave Front and Market Streets thirty-five minutes before the departure of each train.
Sleeping Car Tickets can be h d on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Bepot.

Agents of the Union Transfer C onpany will call for and deliver baggage at the Depot. Orders left at No. 201 Chesnut street. No. 116 Market street, or No. 1 S. Eleventh street will receive attention.

TRAINS LEAVE DEPOT., VIZ.:—

and deliver baggage at the post of the pos

| TRAING AM | 1-10 A M Parkesburg Time Parkesburg Train Parkesburg Train Parkesburg Train Parkesburg Train Parkesburg Accommodation Parkesburg Accommodation Parkesburg Accommodation Parkesburg Town (ALLEN, Ticket Agent, No. 90 CHESNUT Street. SAMUEL H. WALLAUE, Ticket Agent at the Deportunation of Company will not be a second to the parkesburg Ticket Agent at the Deportunation of Wearing Ticket Agent at the Deportunation of Ticket Agent at th

Ticket Agent at the Depot,
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Bollars in value, All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoons, Pa.

DHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE.

Through and direct route between Philadelphis, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, October 14, 1867, the trains on the Philadelphia and Erie Baltroad will run as Follows.

On and after MONDAY, Criston 1997, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train leaves Philadelphia. 11-15 P. M.

" leaves Williamsport. 8-05 A. M.

" arrives at Erie. 9-45 P. M.

Eris Express leaves Philadelphia. 12-20 noon.

" arrives at Erie. 9-45 A. M.

Eimira Mail leaves Philadelphia. 8-00 A. M.

" leaves Williamsport. 6-28 P. M.

" leaves Williamsport. 11-46 P. M.

Mail Train leaves Erie. 10-46 A. M.

" leaves Williamsport. 11-46 P. M.

" arrives at Philadelphia. 8-55 A. M.

Eris Express leaves Erie. 12-9 A. M.

" leaves Williamsport. 11-46 P. M.

" leaves Williamsport. 11-46 P. M.

" arrives at Philadelphia. 100 P. M.

Emira Mail leaves Lock Haven. 7-10 A. M.

" leaves Williamsport. 8-55 A. M.

Emira Mail leaves Lock Haven. 7-10 A. M.

" leaves Williamsport. 8-50 A. M.

Mail and Express connect with all trains on Warren and Franklin Esitwy. Passengers leaving Philadelphia. 8-10 P. M.

Mail and Express connect with all trains on Warren and Franklin Esitwy. Passengers leaving Philadelphia at 8-00 P. M., arrive at Oil City at 9-35 A. S.

Leaving Philadelphia at 8-00 P. M., arrive at Oil City at 9-35 P. M.

All trains on Warren and Franklin Eallway make olone connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED L. TYLKE.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
WINTER ARRANGEMENT.
On and after MONDAY, October 7, 1867, Trains will
leave Depet, THIRTY-PIRST and CHESNUT Streets
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, 847 4, A.M. leave Depot, THIRTY-PRIST and CHESNUT Streets West Philadelphia, as follows:

Leave Philadelphia for West Chester, st 7 4. A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 6,5 P. M., and 1176 P. M.

Leave West Chester for Philadelphia, from Depo on East Market street, at 625 A. M., 745 A. M., 816 and 1945 A. M., 135 P. M., 450 and 639 P. M.

Trains leaving West Chester at 5,50 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. 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 745 A. M., and going west will take train leaving Finladelphia at 450 P. M., and trainfer at B. C. Junction.

The Chesnut and Wainut Street cars connect with sil of the above trains, carrying passengers down Chesnut street, past the principal noteis and the Camden and Amboy RR. office, at Wainut street wharf passing out Wainut street to the depot.

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 provious to departure.

ON SUNDAYS.

front and Market streets thirty minutes provious to departure.

ON SUNDAYS.

Leave Philadelphia at \$30 A. M. and 2 P. M.
Leave West Chester at 755 A. M. and 4 P. M.
The cars on Market street will connect with all Sunday 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 745 A. M. and 450 P. M., and leaving West Chester at 850 A. M. and 450 P. M., connect as B. C. Junction with trains on P. and B. 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.

4 185

General Superintendent,

DHILADELPHIA AND BALTIMORE CEN DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Winter Arrangements, On and after MONDAY, October 7, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 7-45 A. M. and 4-50 P. M.

Leave Rising Sun at 5-45 and Oxford at 6-30 A. M. and leave Oxford at 8-25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11-05 A. M., Oxford at 11-15 M., and Kennett at 11-6 P. M., connecting at West Chester Junction with a Train for Philadelphia, On Wednesdays and Saturdays trains leave Philadelphia at 2-35 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7-45 A. M. connects at Oxford with a daily line of Stages for Peach Hottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon 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 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 HENRY WOOD General Sup's.

WEST JERSEY RAILROAD LINES, FROM W EST JERSEY RAHLROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867.

For Bridgeton, Salem Vineland, Millville, and intermediate stations, 300 A. M., and 330 P. M.

For Cape May 330 P. M.

For Woodbury at 8'00 A. M., and 3'30 and 6'90 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. 72 U WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY
RAILROAD.—On and after MONDAY, October
21, 1867, trains will leave from toot of MARKET Street
(upper ferry), for Merchaniville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10'30 A. M. and 4'30 P. M.

REPURNING.

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

"Mt. Holly "8'17" "2'27"

Mt. Holly "8'17" "2'52"

10 22 tf C. SAILER, Superintendent.

LUMBER.

1867.—SELECT WHITE PINE BOARDS AND PLANK, 2, and 4 inch CHOICE PANEL AND int COMMON, 16 feet long. WHITE PINE, PANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND,

LARGE AND SUPERIOR STOCK ON HAND,

1867. BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
4-4 CAROLINA FLOORING.
5-4 CAROLINA FLOORING.
6-4 DELAWARE FLOORING.
6-4 DELAWARE FLOORING.
6-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRESS -W A L N U T B O A R D S,
WALNUT PLANK,
WALNUT PLANK,
WALNUT PLANK,
ABEGE STOUT 1867.

LARGE STOCK-SEASONED. 1867. 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 VENEERS.

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

1867.—SPRUCE JOIST! SPRUCE JOIST SPRUCE JOIST!
FROM 14 TO 22 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 Mondines.

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 3, 31/4, and 4 inches. BUTTERNUT, CRESNUT, and WALNUT MOULDINGS to order. 6 12

J. C. PERKINS, LUBBER MERCHANT, Successor to B.; Clark, Jr., NO. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortmen of Building Lumber. 5242 INTERNAL REVENUE

REVENUE STAMPS FOR SALE AT THE

PRINCIPAL AGENCY, NO. 57 SOUTH THIRD STREET, PHILA. A LIBERAL DISCOUNT ALLOWED.

Orders or Stamped Checks received, and delivered Orders by mail or express promptly attended to. JACOB E. RIDGWAY.

WANTS.

BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the veil of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offer-ing to the public General L. C. Baker's "HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the romances of a thousandlyears, and conclusively preves that "truth is stranger than faction."

Agents are clearing from \$200 to \$000 per month, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet unoccupied. Address

P. GARBETT & CO. NO. 708 CHESNUT STREET, PHILADELPHIA AUCTION SALES.

M OCLELLAND & CO (Succentors to Philip Ford & Co.), AUCTIONEERS. No. 805 MARKET Street,

SALE OF 1800 CASES BOOTS, SHOES, BRO-GANS, ETC.
On Thursday Morning,
Nov. 14, commencing at 10 o'clock, we will sell, by
catalogue, for cash, 1900 cases Men's, Boys', and Youths'
Boots, Shoes, Brogans, etc.
Also, Women's, Misses', and Children's wear, to
which the attention of the trade is called. [11 9 41 JOHN B. MYERS & CO., AUCTIONNERS Nos. 231 and 234 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On four months' credit. On Thursday Morning, November 14, at 16 c'clock. embracing about 1030 packages and lots of staple and fancy articles. [11854

LARGE POSITIVE SALE OF CARPETINGS, ETC. November 15, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings. LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.

ON Monday morning,

November 18, at 10 o'clock, on four months' credit, 200 tots of French, India, German, and 'irlish Dry (100d).

J. M. GUMMEY & SONS, AUCTIONEERS, No. 508 WALNUT Street, 2

Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT
THE PHILADELPHIA EXCHANGE.
Handbills of each property issued separately,
1000 catalogues published and directated, containing
full descriptions of property to be sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.
Eales advertised daily in all the daily newspapers, b

Sale on Mouday, Nov. 18. will include— FI EGANT FOUSE-STORY BROWN-STONE RESI-DENCK—Built in the best manner, expressly for the occupancy of the present-owner, and finished through-out in superior style, with extra conveniences. No. 1031 Locust street.
ARCH STREET FLEGANT THREE-STORY
BRICK RESIDENCE—24 feet 6 Inches front, with
double back buildings, extra conveniences, and lot
140 feet deep. No. 1723 Arch street.
HANDSOME M. DERN RESIDENCE, No. 623
Pine street—Lot isxi00 feet, through to a 20-feet wide MODERN THREE-STORY BRICK RESIDENCE, ard, three-story double back buildings, and every onvenience, No. 503 Franklin street. VALUABLE PROPERTY, S. W. corner of Spring farden and Thirteenth streets; four-story brick realdence, with offices, and lot 20 by 100 feet; three fronts. SEVEN MODERN THREE-STORY BRIOK LWELLINGS, with every convenience, Nos. 241, 413, 2415, 2417, 2419, 2421, and 2423 N. Sixth street, above York.
GERMANTOWN - A HANDSOME DOUBLEPOINTED STONE RESIDENCE, with every city
convenience, and large Lot of Ground, corner of Chellou and Wayne avenues.

M. S. FOURTH Street.

Sale at the Summit House, Darby Road.
FRAME BUILDINGS, GLASS SASH, 2 LARGE TANKS, LTC.
On Wednesday Afternoon,
November 1sth, at 3 o'clock, at the Summit House, on the Darby Road, the entire frame buildings. [14]

Sale at Nos. 139 and 141 S. Fourth street.
HANDSOME WALNUT FURNITURE, PIANO
FORTES, CABINET ORGAN, FIRE-PROOF
SAFES, VERY ELEGANT MIRRORS, ELEGANT
VELVET AND ENGLISH BRUSSELS CARPETS, Etc., Etc.
On Thursday Morning,
At 9 o'clock, at the Auction Rooms, a large assortment of furniture, including handsome wainut
parlor furniture, covered with hair-cloth, fine green
terry, etc.
11 12 24

HANDSOME WALNUT FURNITURE, ELEGANT STEINWAY GRAND PIANO, HANDSOME BRUSSELS CARPETS, ETC. On Friday Morning, 15th inst., at 10 o'clock, at No. 1505 Green st., by oat-alcgue. [1186]

THOMAS EIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom

Sale at No. 1114 Green street,
SUPERIOR HOUSEHOID FURNITURE, ROSEWOOD PIANO FORTE, PIER GLASS, BRUSSFLS. INGKAIN, AND VENETIAN CARPETS,
CHINA, GLASSWARE, ETC.
On Wednesday Morning,
At 10 o'clock, at No. 1114 Green street, will be sold,
by catalogue, the Furniture of a family declining
bousekeeping, comprising hair-cloth parior furniture;
rosewood plano; pler glass; two suits of chamber furniture, with wardrobes, etc. Also, sitting and diningsroom and kitchen furniture.
The furniture was made by W. & J. Allen, and is in
good order. Catalogues ready on Taesday.
The house is to rent. LIPPINCOTT, SON & CO., AUCTIONEERS

AND COMMISSION MERCHANTS, No. 240

MARKET Street, Philadelphia. (Premises formerly
occupied by Messrs, Pancoast & Warnock, Auction-

FIRST LARGE POSITIVE SALE OF AMERICAN AND IMPORTED DRY GOODS, HOSIERY GOODS, SHIRTS AND DRAWERS, GERMAN-TOWN FANCY KNIT GOODS, NOTIONS, HOOP SKIRTS, ETC, by catalogus, on four months' oredit, On Wednesday morning, November 13, Commencing at 10 o'clock, comprising about \$50 lots of New and Scassonable Goods, to which the early and particular attention of buyers is invited. Catalogues and samples early on the morning of sale. [11 11 2t

SALE OF FINE FURS FOR LADIES AND CHILDREN.
On Thursday Morning,
At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, an assortment of choice Furs for ladies and children, consisting of muff-, capes, and collars of real sable, royal ermine, mink, Siberian squirrel, fitch, and other furs. Also skating caps, carriage robe, lap blankets, etc. SALE OF CHOICE DUTCH FLOWERING ROOTS.

On Thursday Morning.

At 12 c'clock, at the Auction Store, No. 1110 Chesnut street, will be soid by catalogue, a large assortment of choice Dutch Flowering Roots, just received by steamer from Europe. The assortment comprises double and single Acquicinths, Narcissus, Tulips, Crocus Armosues, etc.

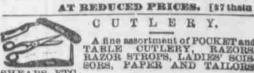
BOARDING.

1121 GIRARD STREET, BETWEEN Twelfth streets—centrally located, Accommodation for permanent, transient, and table Boarders. [9112m]

HARDWARE, CUTLERY, ETC. STANDBRIDGE, BARR & CO.

IMPORTERS OF AND DEALERS IN FOREIGN AND AMERICAN HARDWARE. NO. 1821 MARKET STREET,

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



A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SOIS SORS, PAPER AND TAILORS

SHEARS, ETC. Cutlery Store, No. 135 South TENTH Street, Three doors above Walnut.

STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED NOTICE.—THE UNDERSIGNED
would call attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so, constructed as to at once commend itself to general favor, being a combination of wrought and cast trom. It is very simple in its construction, and is perfectly alreight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The bygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphers.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS.
Nos, 1122 and 113 4MARK ET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-Board toves, Low Down Grates, Ventilators, etc., always on hand.
N. B.—Jobbing of all kinds promptly done, 5 107

THOMPSON'S LONDON KITCHENERS OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Fireboard Stoves, Bath Boilers, Stewhole Plates, Sollers, Cooking Stoves, etc., wholesele and retail, by the manufacturers, SHARFE & THOMSON, 527 stuthers.