FOREIGN JOTTINGS.

THE MU DCROP OF PARIS.—Among the many economies of municipal administration in Paris is the sale of the yearly "mud crop." In 1823 this yielded only \$15,000. It now brings \$120,000, and when left for some time in rotting tanks is sold for manure, at the increased valuation of \$600,000. If we could but make the mud crop of Philadelphia equally profit-

A New PRUSSIAN BULWARK,—The town of Thorn, in Western Prussia, on the frontier of Poland, is about to be made a fortified place of the first rank by means of detached forts. This measure has been adopted with a strategical view, in consequence of the concession of a railway line from that town to Posen. The line will be of great commercial importance.

RECRUITING IN ENGLAND .- Official statistics published by the British War Office show a considerable increase in the proportion of English and decrease in that of Scotch and Irish recruits, but particularly of the latter. Of every 1000 recruits, 218 were unable to read or write, 106 were able to read only, and 676 were able to read and write. Among 24,000 recruits inspected, 235 were persons of professional occupations and students, of whom 108 were rejected for physical disability.

DECENNIAL COINCIDENCES.—Some ingenious student of figures in this country discovered, some months since, that every ten years there was a recurrence of a financial panic, as, for instance, in 1837, 1847, and 1857. As 1867 draws to a close and trade is fearfully dull, though there are no signs of a panio, the English papers note, as a remarkable fact, that an autumnal session of Parliament, which is sometimes a calamity, occurs every ten years. There was one in 1837, 1847, and 1857, and will be one this year.

MUSIC VS. PREACHING .- A London newspaper says a critical visitor at the Church of St. Catharine Cree was astonished, a few Sundays ago, to hear the Litany prefaced by a long tenor solo "rendered by a professional gentleman," and followed by the performance of another solo by a young lady, standing upon a stool or hassock, for the better elevation of her person. As the music took up much time, the clergyman announced that he had not time left to preach his sermon in full, but he would have it printed.

Russian Dialects.—A curious book has just appeared at Moscow. It is the Lord's Prayer reproduced in all the Sclave idioms, but with the Russian characters and spelling. The versions are thirteen in number, and are arranged in the following order:-Sclavonic Russian idiom of Little Russia, idioms Bulgarian, Servian, Khorvato-Dalmatian, Slavonic, Tcheque, Slovak, Polish, Kassoubian, and the idioms of Upper and Lower Lusatia. The author is Mr. Jezber, Professor of the Sclavonic Languages, and formerly editor of the Slovenine.

DEATH IN DANISH COURT CIRCLES .- The Countess Danner, morganatic wife of the late King of Denmark, has just died. She was born in 1814, and was at first a teacher in Norway, and afterwards an actress in Paris. It was at a later period, in Copenhagan, in a magasin des modes, that Frederic, at that time Crown Prince, saw her for the first time. On his accession to the throne, in 1848, he conferred on her the title of baroness, afterwards created her Countess Danner, and married her publicly in the church of Fredericksburg on April 17, 1850.

ENLIGHTENMENT IN NEW ZEALAND .- New Zealand has resolved to found a university. Meetings have been held in Dunedin, the capital, and the legislature has been petitioned on the subject. In the meantime, as a temporary expedient, scholarships are to be founded, which will be open to all young men resident within the colony, and obtained by public competition, to enable the successful candidates to complete their education at one of the universities of the United Kingdom, or at any university of established reputation, the selection to be made by the parents or guardians of the scholars.

EDUCATION IN ENGLAND .- A prominent English politician, in a recent speech at Bolton, asserted "that from twenty-seven to thirtyfour per cent. of those married in the parishes around London are unable to write their names, and that there are forty thousand children in the city of Manchester attending no school." The passage of the Reform bill has had its natural effect in stimulating the cause of education. Those who have just acquired the right of suffrage are more ready to be taught, and the more intelligent classes see the necessity of teaching those who are to help rule the country.

STARVATION IN IRISH PRISONS .- A correspondent writes to the Pall Mall Gazette:- "I have frequently been on duty in the county jail at Cork, and have been struck with the singularly wan and emaciated appearance of the prisoners. Once happening to detect a peculiarly hungry-looking convict, employed in cleaning the guard-room, in the act of swiftly concealing a piece of meat from the piled-up heap about to be cooked for the men's dinner (a theft, by-the-by, I did not think of reporting), I inquired of the gatekeeper, 'How often do the prisoners have meat issued to them?" 'Onst a year, every Christmas day !" was the response."

ONE OF BISMARK'S DIFFICULTIES .- A Berlin letter-writer says:—"The Prussian House of Lords consists of hereditary members, life members appointed by the King, representatives of the towns and universities, and finally of representatives of the counties and old landed estates. The members of the two latter classes in the annexed States are, for the most part, fanatical adherents of the old state of things. If the Upper House is increased in the same proportion as the Lower, several of the bitterest enemies of the Prussian Government would be admitted to the legislature; and it was only by the tact of Count Bismark that the Upper House was prevailed upon not to insist on their admission last session. At this session some of these dangerous persons will probably make their way in.

ABOUT COGNAC BRANDY .- The recent inauguration of a new railroad from Angouleme to Cognac, France, revives some traditions respecting the vinous productions of the latter city. Strange to say, the first manufacturer of brandy, which has obtained world-wide celebrity, was an Irishman of the name of Hennessy, and the second an English travelling agent named Martell. In 1710 the latter established a small depot of brandy at Cognac, which has now extended to an establishment which covers a surface of four and a half English acres, containing 12,000 barrels of Cognac, the net value of which amounts to 8,000,000f. the profits per annum being rated at 720,000f. sterling. Even these startling figures convey imperfectly an idea of the Martell establishment. Conceive a subterranean house, with galleries rising one above the other, and in each interminable rows of barrels. More surprising even is the aspect of the lowest gal-lery, filled by gigantic tuns of the precions spirit, each of a size next to which the famous Heidelberg tun would appear a mere child's toy. In this gallery alone there is enough Cognac to make the inhabitants of one-quarter of the globe drunk.

SHIPPING

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

DRAFTS AVAILABLE THROUGHOUT ENGLAST IRELAND, SCOTLAND, AND WALES. For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 25 SCOTTH BITSET, and No. 22 BROADWAY, IT OF to THOS, T. SEARLE, No. 217 WALNUT

HAVANA STEAMERS. 

PHILADELPHIA, RICHMOND
AND NORFOLE STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST
THROUGH RECEIPTS TO NEWBERN.
Also all points in North and South Carolins, vis
Senboard and Rosnoke Raliroad, and to Lonchburg.
Va., Tendessee and the West, via Norfolk, Peters
burg, South-Side Hailroad, and Richmond and Danville Hailroad. The regularity, safety and cheapness of this routs commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer. of transfer. Steamships insure at lowest rates, and leave regu-larly from first wharf above Market street.

Freight received daily.
WILLIAM P. CLYDE & CO.,
No.14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk, 61

OPPOSITION TO MONO
POLY.—DAILY LINE FOR BALT!
MORE, via Chesapeake and Dela wast Canal.

Philadelphia and Baltimore Union Steamboat Comparty, daily at 3 o'dock P. M.

The Steamers of this line are now plying regularly
setween this port and Baltimore, leaving the Pier No.

IN. Delaware avenue, above Market street daily jat
to'clock P. M. (Sundays excepted).

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

Freight handled with great care, delivered
aromptly, and forwarded to all points beyond the

ther line.

Freight handled with great care, delivered by the formation of the formation of the formation of the transportation of the correction of the formation of the format

etc. etc.
For further information apply to
JOHN D. RUOFF, Agent,
5 162
No. 18 N. DELAWARE Avenue,

NEW EXPRESS LINE TO A R W EXPRESS LARE TO A LANGE TO

Market street.
Freight received daily. WM. P. CLYDE & CO.,
No. 18 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, VR

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

WM. P. CLYDE & CO., Agents, No. 14 South Wharves.

JAMES HAND, Agent.

JAMES HAND, Agent, No. 104 Wall street, New York.

FOR NEW YORK.—SWIFT
SURE Transportation Company De
spatch and Swiftenre Lines, via Delavare and Raritan Canal, on and after the 15th of
starch, leaving daily at 12 M, and 5 P, M., connecting
vith all Northern and Eastern lines.
For freight, which will be taken on accommodating
erms apply to

WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue TO SHIP CAPTAINS AND OWNERS

TO SHIP CAPTAINS AND OWNERS,

The undersigned having leased the KENSILVETON SCREW DOUK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having
vissels to be raised or repaired, and being a practical
sulp-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters and Machinists
having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt'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.

Kensington Screw Dock,

11 DELAWARE Avenue, above Laurel street. ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE ANI
RACTICAL AND THEORETICAL ENGINEERS
MACHINISTS, BOILER-MAKERS, BLACKMITHS, and FOUNDERS, having for many years
seen in successful operation, and been excinsively
engaged in building and repairing Marine and River
engines, high and low-pressure, Iron Boilera, Water
Tanks, Propellers, etc. etc. respectfully offer their
services to the public as being fully prepared to conract for engines of all sizes, Marine, River, and
stationary; having sets of patterns of different sizes,
re prepared to execute orders with quick despatch.
Every description of pattern-making made at the
shortest notice. High and Low-pressure Fine,
tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds
from and Brass Castings of all descriptions; Roil
turning, Serew Cutting, and all other work connected
with the above business.

Drawings and specifications for all work done PENN STEAM ENGINE AND

Drawings and specifications for all work done t the establishment free of charge, and work guar-The subscribers have ample wharf-dock room for The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocker, falls, etc., stc., for raising heavy or light weights.

JACOB C, NEAFIE, JOHN P, LIEVY.

BEACH and PALMER Streets.

J. AAUGHAN MEBRICK. WILLIAM H. MERRICH

JALUSHAN MERRICE, WILLIAM H. MERRICA JOHN R. COPR.

PHIADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

MERRICK & SONS,

ENGINEERS AND BACHINISTS,

MERRICA AND

MERRICA

PHIADELPHIA.

ENGINEERS AND

MACHINISTS,

ENGINEERS AND

MACHINIST dirond Stations, etc. Retoris and Gas Machinery, of the latest and most proved construction of Plantation Machinery, and Every description of Plantation Machinery, and grar, Saw, and Grist Mills, Vaccum Paus, Open deam Trains, Defectors, Filters, Pumping Enrines, etc., Sold Agents for N. Billeux's Patent Sugar Boiling Apperatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centringal Sugar Draining Machine.

BEIDESBURG MACHINE WORKS We are prepared to fill orders to any extent for our

ACHINERY FOR COTTON AND WOOLLEN scluding all recent improvements in Carding, Spin ing, and Weaving.

We invite the attention of manufacturers to our ex-ALFRED JENER & HOM.

BROWN'S PATENT

COMBINED CARPET-TRETCHER AND TACK-DRIVER.

With this machine a lady can alone stretch and ack down at the same time her carpets as easily as o sweep them, saving back-aches, bruised fingers, temper, time, and money. It will stretch all kinds of carpets without the least damage, better, quicker, and easier than any other Stretcher made, and drive from 2 to 20-oz, tacks with or without leather heads is simple, easily worked, and will last a lifetime Agenta wanted. Liberal terms given. It is a nice machine for ladies to sell. For Machines or Agencies

call on or address WILLIAM F. SCHERBLE, No. 49 S. THIRD Street, Philadelphia.



T. STEWART BROWN, FOURTH & CHESTNUT STR MANUFACTURER OF

TRUNKS, VALISES, BAGS, RETICULES, SHAW STRAPS, HAT CASES, POCKET BOOKS, PLASE and Traveling Goods generally.

BAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

NORTH PENNSYLVANIA RAILROAD,—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy Sily, Mount Carmel, Plinston, Scranton, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

WINTER ARRANGEMENTS.

On and after THURSDAY, Nov. 14, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excented), as follows:—At 74. A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Benbiehem with Lehigh Valley Railroad, connecting at Benbiehem with Lehigh Valley Railroad, for Alentown, Catssanqua, Siatington, Manca Chunk, Westherly, Jeansville, Hazenon, White Haven, Wilkesbarre, Pittston, Scranton, and all points in Lehigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy Chy, and with Catawissa Railroad, for Mahanoy Chy, and with Catawissa Railroad, for Ropert, Danville, Milton and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 3 P. M.; at Mananoy Chy at 7 P. M.; at Scranton at 405 P. M. Passengers by this train can take the Lehigh Valley train, passing Betblehem at 17.55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 54 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 10 15 A. M.—Accommodation for Fort Washington, stopping at Intermediate stations.

At 1 30 P. M.—Express for Bethlenem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandosh, Mount Carmel, Pittston, Scrauton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take this train to Quakertown.

At 2 45 P.M.—Accommodation for Doylestown, alopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sumneysown.

or Sumneysown.
At 415 P. M.—Accommodation for Doylestown, stop-ing at all intermediate stations Passengers for Willow Grove, Hatboro, and Harisville, take stage at Abington,
At 520 P. M.—Through accommodation for Bethle-hem, and all stations on main line of North Pennsyl-cania Ratiroad, connecting at Bethlehem with Lehigh Valley Evering train for Easton, Allentown, and auch Chunk.

At 6/20 P. M.—Accommodation for Lansdale, stop-ing at all intermediate stations,

At 11/30 P. M.—Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ABRIVE IN PHILADELPHIA.
From Bethlehem, at 915 A. M., 205, and 340 P. M.
2405 P. M. train makes direct connection with Lenigh
Valley trains from Easton, Scranton, Wikesbarre,
Mahanoy City, and Hazleton, Passengers leaving Eason at 1120 A. M. arrive in Philadelphia at 203 P. M.
Passengers leave Wikesbarre at 130 P. M., connect
t Bethlehem at 615 P. M., and arrive in Philadelphia
t 840 P. M.

at 840 P M.
From Doylestown at 835 A. M., 549 and 759 P. M.
From Doylestown at 835 A. M., 549 and 759 P. M.
From Lansdale at 7 30 A. M.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 250 P. M.
Doylestown to Philadelphia at 450 P. M.
Bethlehem to Philadelphia at 450 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new denot.
White cars or 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 secure the lowest rates of fare.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

1 14
No. 106 S. Fifth street,

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIMORE RAILROAD.

TO BROAD Street and WASHINGTON Avenue, as follows:—

Way Mail Train at \$20 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 \$2 M. (Sundays excepted) for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlesiown, Persyville, Hayre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, 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 Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seatord, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe,
Norfolk, Portamouth, and the South.

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

Stopping at all Stations between Philadelphia and
Wilmington.

Leave Philadelphia at 1:20, 4:20, 6:00, and 1:20 (daily)
P. M. The 4:20 P. M. Train connects with Delaware

Vilnington.

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

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

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

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

Leave Wilmington at 7 and 8 A. M., 4:00 and 6:30 (delly) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7-28 A. M. Way Mail: 9-35 A.
Express; 2-15 P. M., Express; 6-35 P. M., Express; P. M., Express; SUNDAY TRAIN FROM BALTIMORE.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 850 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, 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. 828 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-case can be secured during the day. Persons purchasing lickets at this office can have their baggage checked at their residence by the Union Transfer Company.

489 H. F. KENNEY, Superintendent.

Mail. May via Camden and Jersey City, Express Mail. Mail. 300 Mail. May via Camden and Amboy, Express 306 At 2 P. M., via Camden and Amboy, Express 316 At 5 P. M., via Camden and Amboy, Ac. [1st class, 2\*5 commodation and Emigrant L2d class, 1\*80 At 6 A. M. and 2 P. M. for Freehold. At 8 and 10 A. M., 2 and 3 50 P. M., for Trenton. At 6, 8, and 10 A. M., 1, 2, 3 30, 5, 6, and 11 30 P. M., for Bordentown, Burlington, Beverly, and Delanco, At 6 and 10 A. M., 1, 2, 3 30, 5, 6, and 11 30 P. M., for Florence. At 6 and 10 A. M., 1, 3 80, 5, 6, and 11 30 P. M., for Edgewater, Elverside, Elverton, and Palmyra. At 6 and 10 A. M., 1, 3 35, 6, and 11 30 P. M., for Figh House. The 1 and 11:30 P. M. Lines leave from Market Street

Ferry, upper side. Lines FROM RENSINGTON DEPOT Will leave as follows:

At II A. M., 470 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. At 8 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 Tsllytown.
At 8 and 10'l A. M., 2'30, 4'30, 5, and 12 P. M., for Schenck's.
At 10 15 A. M., 2780, and 5 P. M., for Eddington.
At 720 and 10 15 A. M., 220, 4 5, 6, and 12 P. M., for Cornwell's, Torredale, Holmesburg, Tacony, Wissi coming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES From Kensington Depot.

From Kensington Depot.

At 8 A. M. for Ningara Falls. Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rocaester, Ringhamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scrauton, Stroadsburg, Water Cap, etc., etc. At S.A. M. and 3:20 P. M., for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 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 9:00 A. M., and 1:30 and 6:30 P. M., Washington and New York Express Lines, via Jersey City, Fare, The 9 A. M. and 630 P. M. Lines will run daily. All thers, Sundays excepted.
October 28, 1807. W.M. H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILEOAD, TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6.7, 5, 905, 10, 11, 12 A. M.; 1, 2, 34, 4, 5, 5, 5, 6, 10, 7, 8, 90, 11, 12 P. M.
Leave Germantown 6.7, 75, 9, 820, 9 10, 11, 12 A. M.; 1, 2, 8, 4, 45, 6, 604, 7, 8, 9, 10, 11 P. M.
The \$'20 Down Train, and 5½ and 5½ Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9.4 A. M. 2, 7, 10½ P. M.
CHESNUT HILL RAILEGAD.
Leave Peniadelphia 6, 8, 10, 12 A. M. 2, 35½, 5½, 7, 8, and 11 P. M.
Leave Chesnut Hill 7'10, 8, 930, and 11'.0 A. M. 1'40, 3'40, 5'40, 6'40, 8'40, and 10 40 P. M.
Leave Chesnut Hill 7'10 A. M. 22 and 7 P. M.
Leave Chesnut Hill 7'10 A. M. 12'40, 5'40, and 9'20 P. M.
Leave Chesnut Hill 7'10 A. M. 12'40, 5'40, and 9'20 P. M.
FUR CONSHOHOCKEN AND NORBISTOWN.

Leave Chesnut Hill 7:10 A. M. 12:40, 5:40, and 2:20 P. M.
FUR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7:5, 5, and 11:05 A. M. 15:3, 15:55, 65; 805, and 11:9 P. M.
Leave Norristown 5:40, 7, 7:50, 8, and 11 A. M. 15:5, 5:50, 0.5; and 8:5 P. M.
Leave Philadelphia 2 A. M. 2:30 and 2:15 P. M.
Leave Norristown 7 A. M. 2:30 and 2:15 P. M.
Leave Philadelphia 2 A. M. 2:30 and 2: P. M.
Leave Philadelphia 5, 7; 6, and 11:05 A. M., 15; 8, 10; 80, 95; and 11:5 P. M.
Leave Manayunk 6:10, 7; 8:20, 95; and 10:5 A. M., 2; 5: 6, 0.5; 9, and 10:5 P. M.
Leave Manayunk 7:5 A. M. 5: and 7:5 P. M.
Leave Manayunk 7:5 A. M., 5 and 95; P. M.
Leave Manayunk 7:5 A. M., 5 and GREEN Streets.

1:12 Depot, NINTH and GREEN Streets.

RAILROAD LINES.

RAILROAD LINES.

READING RAILROAD,
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA. CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS.
FALL ARRANGEMENT OF PASSENGER
TRAINS. MONDAY, September 20, 1857.
Leaving the Company's Depot, at THIRTEENTH
and CALLOW HILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.
At 7:30 A. M., for Reading and intermediate stations.
Returning, leaves Reading at 0:30 P. M., arriving in
Philadelphia at 5:10 P. M.

MORNING EXPRESS.

At 5:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagras Falls, Builfalo,
Allentown, Wilkesbarre, Pittaton, York, Osrilale,
Chambersburg, Hagernsown, etc. stc.
This train connects at READING with East Pennsylvanis Railroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc.; at FORT
CLINTON with Catawis a Railroad trains for Willemsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley
and Schuytkill and Sunquehanna trains for Northemberland, Williamsport, York, Chambersburg,
Pinegrove, etc.

AFTERNOON EXPRESS

and Schuylkill and Sunquehanias trains for Northumberland, Williamsport, York, Chambersburg,
Pluegrove, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 23 P. M., for Reading, Pottaville, Harrisburg, etc., Connecting with Resading and
Columbia Railroad trains for Columbia, etc.
P0 17870WN ACCOMMODATION
Leaves Pottstown at 645 A. M., stopping at intermediate stailons; arrives in Philadelphia at 255 P. M.; arrives
in Pottstown at 800 P. M.
Returning, leaves Philadelphia at 555 P. M.; arrives
in Pottstown at 800 P. M.
Leaves Reading at 730 A. M., stopping at all way
stations arriving at Philadelphia at 500 P. M.; arrives
in Rending at 745 P. M.
Trains for Philadelphia leave Harrisburg at 810 A.
M. and Pottsville at 830 A. M.; arriving in Philadelphia at 100 P. M. Atternoon trains leave Harrisburg
at 210 P. M., Pottsville at 235 P. M.; arriving in Philadelphia at 100 P. M. Atternoon trains leave Harrisburg
at 210 P. M., Pottsville at 235 P. M.; arriving in Philadelphia at 100 P. M.
HARRISBURG ACCOMMODATION,
Leaves Reading at 755 A. M., and Harrisburg at 410
P. M. Connecting at Reading with Afternoon Accomodation south at 630 P. M., arriving in Philadelphia at 1245 poon for Pottsville and all way
stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.
All the above trains run daily, Enndays excepted.
Sunday trains leave Pottsville at 800 A. M., and
Philadelphia at 815 P. M. Leave Philadelphia for
Reading at 800 A. M., returning from Reading at 425
P. M.
CHESTER VALLEY RALLEO AD.

Reading at \$100 A. M., returning from Reading at \$125 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., and \$-60 P. M. trains from Philadelobia, returning from Downingtown at \$10, A. M. and \$100 P. M.

M. and \$100 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 \$100 A. M. and \$50 and \$1000 P. M., and connecting at Harr-sourg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Bautimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and \$45 A. M. and \$20 and \$115 P. M. and arriving in New York at \$1010 A. M., and 440 and 5720 P. M. Sieeping cars accompany these trains through between Jerrey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at \$10 P. M. Mail train for Harrisburg leaves New York at \$2 M.

84 12 M. SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11/35 A. M., and 7-10
P. M., returning from Tamaqua at 7/85 A. M., and 1/40
and 4/15 P. M. and 4 15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove
and Harrisburg, and 1:50 P. M. for Pinegrove and
Tremont, returning from Harrisburg at 5:20 P. M.,
and from Tremont at 7:35 A. M. and 5:25 P. M.

Tickets.

Through first-class tickets and emigrant tickets to
a. the principal points in the North and West and
Canada.

Chunda, Lucirsion tickets from Philadelphia to Reading Lucirsion tickets from Philadelphia to Reading A vc. rsion 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 intermediat, stations, by Reading and Pottstown Accommon atton trains, at reduced rates.

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

COMMUTATION TICKETS

At 25 per cint, discount, between any points desired,

At 25 per c. int. discount, between any points desired, for families and firms.
MILEAGE TICKETS. MILEAGE TICKETS,
Good for 200 miles between all points, \$32.50 each
for families an i firms.
SEASON TICKETS,

SEASON TICKETS,
For three, six, nine, or tweive months, for holders
only, to all points, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished
cards entiting the ansives and wives to lockets at naif
fare. EXCURSION TICKETS

FXC. TRSION TICKETS

From Philadelph a to principal stations, good for Saturday, Susday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

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

FREIGHT TRAINS

and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia duly at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.
MA ILS
Close at the Philadelphia Post Office for all places on the road and its branch is at 5 A. M., and for the principal stations only at 2:15 P. M.

DENNSYLVANIA CONTRAL BAILROAD

WINTER TIME, TAKING EFFECT OCT. 13, 1867.

The trains of the Pennsyn ania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut Streets cars run 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.

Sleeping Car Tickets can be h d on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer C mpasy will call for and deliver baggage at the Depot. Orders left at No. 101 Chesnut street. No. 116 Market street, or No. 1 S. Eleventh street will receive attention.

TRAINS LEAVE DEP'17, VIZ.:

Mail Train.

Fast Line and Eric Express.

1290 M.

Fast Line and Eric Express.

1290 M.

Harrisburg Accommodation.

900 P. M.

Parkesburg Train.

500 P. Erie Mail.
Cincinnati Express.
Philadelphia Express.
Paoil Accommodation, No. 2.

accommodations, apply to FRANCIS FUNK, A No. 127 DOCK street. TRAINS ARRIVE AT DEPOT, VIZ.:— 

General Superintendent, Aitoona, Pa.

DHILADELPHIA AND ERIE RAILROAD,-

Through and direct route between Philadelphia, Baltimore, Hawrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, October 14, 1897, the trains on the Philadelphia and Eric Railroad will run as follows:—

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
RAILBOAD, VIA MEDIA.
On and after MONDAY, October 7, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows:— West Philadelphia, as follows:— Leave Philadelphia for West Chester, at 7 4. A. M., 11 A. M., 230 P. M., 415 P. M., 430 P. M., 6.5 P. M., and Leave Philadelphia for West Chester, at 7 4. A. M., 130 P. M., 230 P. M., 415 P. M., 430 P. M., 615 P. M., and 1120 P. M.

Leave West Chester for Philadelphia, from Depo on East Market street, at 625 A. M., 745 A. M., 846 and 1045 A. M., 135 P. M., 450 and 655 P. M.

Trains leaving West Chester at 8,00 A. M., and leaving Philadelphia at 450 P. M., will stop at R. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving Philadelphia at 450 P. M., and will take train leaving Philadelphia at 450 P. M., and transfer at R. C. Junction.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down the analysis of the philadelphia at 450 P. M., and transfer at R. C. Junction.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down cheanut street, past the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf passing out Walnut 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 bepot take the cars on Market street, the last car connecting with each train to ving Front and Market streets thirty minutes previous to departure,

ON SUNDAYS.

Front and Market streets thirty minutes previous to departure.

ON SUNDAYS.

Leave Philadelphia at 8:20 A. M. and 2 P. M.

Leave West Chester at 7:55 A. M. and 4 P. M.

Leave West Chester at 7:55 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 7:56 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any crase be responsible for an amount exceeding one hundred deliars, unless a special contract is made for the same, General Sc

DHILADELPHIA AND BALTIMORE CEN
TRAL RAILROAD.—Winter Arrangements,
On and atter MONDAY, October 7, 1857, Trains will
leave Philadelphia, from the Depot of the West
Cheater and Philadelphia Railroad, corner of
THRTY-FIRST and CHESN UT Streets (West Philadelphia), at 745 A. M., and 450 P M.
Leave Rising Sun at 545 and Oxford at 633 A. M.
and leave Oxford at 335 P. M.
A Market Train, with Passenger Carattached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 1103 A. M., Oxford at 1145 M., and Kennett at 146
P. M., connecting at West Cheater Junction with a
train for Philadelphia. On Wednesdays and Satur
days trains leave Philadelphia at 230 P. M., run
ing through to Oxford.
The Train leaving Philadelphia at 745 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 Afternoon Train for Philadelphia.
The Train leaving Philadelphia at 450 P. M., runs to
Rising Sun, Md.
Passengers 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 be made for the same.

5 112

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867, For Bridgeton, Salem Vineland, Millyllie, and intermediate stations, 850 A. M., and 350 P. M. For Gape May 370 P. M. For Woodbury at 850 A. M., and 350 and 850 P. M. Freight Train leaves Camdén at 12 M. (noon) daily. Freight will be received at Second Covered Wharf below Walnut street, from 750 A. M. until 850 P. M. Freight received before 950 A. M. will go forward the same day.

same day: Freight Delivery, No. 228 S. DELAWARE Avenue 72 M WILLIAM J. SEWELL, Superintendent

CAMDEN A ND BURLINGTON COUNTY
RAILROAD,—On and after THURSDAY, Nov.
14, 1867, trains will leave from foot of MARKET Street
(upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Hailesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10 30 A. M. and 4 30 P. M.
Leave Pemberton at 7 20 A. M. and 2 30 P. M.

"Mt. Holly 2," 7 42, " " 2.54 "
"Mt. Holly 2," 7 42, " " 2.51 "
"Moorestown" 8 08 " " 3 21 "
10 22 tf C. SAILER, Superintendent,

LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK,
44,54,64,2,25,3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long.
44,54,64,64,2,26,5, and 4 inch
WHITE PINE, PANEL PATTERN PLANK,
LARGE AND SUPERIOR STOCK ON HAND.

LARGE AND SUPERIOR STOCK ON HAND.

1867. -BUILDING! BUILDING
BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING,
54 CAROLINA FLOORING,
54 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
WALNUT FLOORING,
SPRUCE FLOORING,
SPRUCE FLOORING,
STEP BOARDS,
RAIL PLANK,
PLASTERING LATH,

1867. CEDAR AND CYPRESS 1867. WALNUT BOARDS,
WALNUT PLANK,
WALNUT BOARDS,
WALNUT PLANK,
LARGE STOCK—SEASONED.

1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE.

1867. ALBANT LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, ROSEWOOD, AND WALNUT VENEERS.

1867. CIGAR-BOX MANUFACTURERS, SPANISH CEDAR BOX BOARDS. 1867. 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 25 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 Monidings WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Wainut and Ash Hand Railing, 8, 81/2, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 12 C. PERKINS,

LUMBER MERCHART,

Succession to R. Clark, Jr., NO. 324 CHRISTIAN STREET, Constantly on hand a large and varied assortmen of Building Lumber.

INTERNAL REVENUE REVENUE STAMPS

FOR SALE AT THE PRINCIPAL AGENCY,

TO. 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. BIDGWAY, WANTS.

BOOK AGENTS IN LUCK AT LAST

The crists is passed. The hour has come to lift the vell of secresy which has bitherto enveloped the inner slatory of the great civil war, and this is done by offering to the public General L. C. Bakor's "HISTORY OF THE SECRET SERVICE."

For thrilling interest this book transcends all the romances of a thousand years, and conclusively prevent that "sruth is stranger than fiction."

Agents are clearing from 2000 to \$500 per monto, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet undoor pled, Address.

P. GABRETT & CO., NO. 708 CHESNUT STREET, PHILADELPHIA

AUCTION SALES.

M C C L E L L A N D & G
(Successors to Philip Ford & Co.).
AUCTION MERS, No. 506 MARK ST Street.

SALE OF 1800 CASION BOOTS, SHOES, BE GANS, ETC.
On Monday Morning.
November 1s, commencing at 10 o'clock, we will sely catalogue, for cash, 1830 cases Men's, Boys', as Youths' Boots, Shoes, Brogams, Balmorais, etc. Als Women's, Misses', and Children's wear, to while the early attention of the trade is called. It is at JOHN B. MYERS & CO., AUCTIONERE Nos. 202 and 201 MARKET Street.

LARGE SPECIAL SALE OF HOSIERY, GLOVE
On Friday Morning.

Nov. 15, at 10 c'clock, on four months' credit,
10,000 DOZEN H'SHERY AND GLOVES.
A large invoice of German cotton bostery, in men's
women's, and children's bleached brown, and coloretioss and haif bose, of various grades.
Also, genta' and ladies' silk, lisle, Berlin, and bus
gloves and gamtiers.
Also, shirts, drawers, travelling shirts, hoop skirse
umbrellas, notloss, etc.

[11 13 2] LARGE POSITIVE SALE OF CARPETINGS, ETG.

November 15, at 11 o'clock, on four months' credit
about 250 pieces ingrain, Venetian, list, hemp, cottage
and rag carpetings.

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.

On Monday morning,

ENcyember 18, at 16 o'clock, on four months' credit, we lots of French, India, German, and British Dry Goods.

[11 1254] LARGE PEREMPTORY SALE OF BOOTS, SHORS,
BROGANS, TRAVELLING BAGS, ETC.
On Tuesday Morning.
November 19, at 10 o'clock on four months' credit,
2000 packages boots, shows, balmorals, etc. [11 13 36]

J. M. GUMMEY & SONS, AUCTIONEERS, No. 508 WALNUT Street, Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT
THE PHILADELPHIA EXCHANGE,
Handbills of each property issued separately,
1000 catalogues published and circulated, containing
full descriptions of property to be soid, as also a parital fist of property contained in our Real Estate Register, and offered at private sale,
Sales advertised daily in all the daily newspapers, h

Sale on Mouday, Nov. 18. will include—
FIEGANT FOUR-STORY BROWN STONE RESIDENCE—Built in the best manner, expressly for the occapancy of the present owner, and finished throughout in superior style, with extra conveniences. No. 1811 Locust street. ARCH STREET ELEGANT THREE-STORY
BRICK RESIDENCE-24 feet 6 inches front, with
double back buildings, extra conveniences, and tot
140 feet deep. No. 1733 Arch street.
HANDSOME McDERN RESIDENCE, No. 522
Pine street—Lot isx100 feet, through to a 20-feet wide

Pine street—Lot isxioo feet, through to a 29-feet wide street.

MODERN THREE-STORY BRICK RESIDENCE, No. 1625 Vine street. Also, two three-story Brick Dwellings in the rear, fronting on Pearlet, 111 stills HANDSOME MODERN RESIDENCE, with side yard, three-story double back buildings, and every convenience, No. 503 Franklin streets.

VALUABLE PROPERTY, S. W. corner of Spring Garden and Thirteenth streets, four-story brick residence, with offices, and lot 30 by 100 feet; three fronts, SEVEN MODERN THREE-STORY BRICK DWELLINGS, with every convenience, Nos. 241, 2415, 2415, 2417, 2419, 2421, and 2425 N, Sixth street, above York. York.

GERMANTOWN - A HANDSOME DOUBLEPOINTED STONE RESIDENCE, with every city
convenience, and large Lot of Ground, corner of Chelton and Wayne avenues.

M. S. FOURTH Street.

HANDSOME WALNUT FURNITURE, ELEGANT STEINWAY GRAND PIANO, HANDSOME BRUESELS CARPETS, ETC. On Friday Morning. 15th inst., at 10 o'clock, at No. 1505 Green at., by cat-alcaue.

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

Sale at No. 1110 Chesnut street.

ELEGANT HOUSEHOLD FURNITURE, FINE CARPETS. PIANO FORTES, MIRRORS, PAINTINGS, FIRE PROOF CHESTS, ETC.

On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street will be sold the elegant Furniture of a family declining housekeeping, including parlor, chamber, dining-roem and kitchen furniture, comprising.—
Rich parlor suit of oiled wainut, covered with crimson satin brocatelle; do. do. in bine plush; do. do. in green plush; clegant etagere and centre table. With Brocadilia marble; library suits, in green reps, velvet. Brussels, tapeatry, Venetian, and Tarkiah carpets; French plate manticl and pier mirrors; large and elegant library bookcasses: satin, damask, and chings window curtains; oak and walnut sideboards; wainut chamber suits; wardrobes; dressing bureaus; extension dining tables; cottage suits of chamber furniture; china and glissware: mattresses; beds and bedding; fine framed engraviogs and cill paintings; stoves; kitchen furniture, etc.

PIANO FORTES.—Also, 4 plano fortes.

FIRE PROOF CHESTS.—E fire proof chests.

DIAMOND JEWELRY, ETC.

Also, 8 diamond cluster finger rings; 1 six-stone diamond cross; 1 fine gold watch; 2 Colv's revolvers, etc. etc.

LIPPINCOTT, SON & CO., AUCTIONEERS
AND COMMISSION MERCHANTS, No. 240
MARKET Street, Philadelphia. (Premises formerly
occupied by Messrs. Pancoust & Warnock, Auctioneers.)

HARDWARE, CUTLERY, ETC. STANDBRIDGE, BARR & CO., IMPORTERS OF AND DEALERS IN

FOREIGN AND AMERICAN HARDWARE, NO, 1891 MARKET STREET,

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

AT REDUCED PRICES. [37 thate CUTLERY. A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES SCIE-SORS, PAPER AND TAILORS

Cutlery Store, No. 135 South TENTH Street, Three doors above Walnut 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 socconstructed as to at once commend lizelf to general favor, being a combination of wrought and cast fron. It is very simple in its construction, and is perfectly alreight; self-cleaning, having no pipes or drums to be taken out and cleased. It is so arranged with upright flues as to produce a larger amount of heaterom the same weight of coal than any furnace now in use. The hygrometric condition of the sir as produced by my new arrangement of evaporation will as once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS,
Nos. 1122 and 113 4MARKET Street,
Philadelphia. NOTICE,-THE UNDERSIGNED

A large assortment of Cooking Ranges, Fire-Board Stoyes, Low Down Grates, Ventilators, etc., always n hand. N. B.—Jobbing of all kinds promptly done, 510

THOMPSON'S LONDON KITCHENERS
OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFHot-Air Furnaces, Portable Heaters, Lowdown Grates,
Fireboard Stoves, Bath Boilers, Stewhole Plates,
Boilers, Cooking Stoves, etc., wholesale and retail, by
the manufacturers,
SHARPE & THOMSON,
B27 stuthem
No. 205 N. SECOND Street.

NEW YORK DYEING AND PRINTINGESTABLISHMENT-Works on Staten Island.
Office in Philadelphia, No. 40 N. EIGHTH Street
(west side),
This old and well-known Company, the largest of
his kind in the world, and in the forty-ninth year of
his existence, is prepared, with the most extensive
and improved machinery, to dpc, chanse, and Into.
in a manner unequalled, every variety of surment
and piece goods.
Garnents cleaned by our new French process
without being ripped

JOHN CRUMP.

CARPENTER AND BUILDERS SHOPS: NO. SIE LODGE STREET, AND NO. 1752 CHESNUT STREET, PHILADELPHYA

VI L L I A M S. G B A N T. COM MISSION MERCHANT,
No. 33'8. DELAWARE Avenue, Philadelphia,
AGENT FOR
Dupont's Gunpowder, Bedined Nitrs, Charcoal, Etc.
W. Baker & Co.'s Chocolate, Occos, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing
Bolts, and Kalid.