AN ARAB'S IDEA OF WOMEN.

The interest concerning the regions of the Upper Nile created by the Abyssinian expedition has induced the publication of a new book in London by Sir Samuel Baker, whose title is, "The Nile Tributaries and the Sword Hunters of the Hamran Arabs." It is said by the English reviewers to be as interesting as the author's previous work. One of the reviewers says:-

This is indirectly a Nile book, and indirectly an Abyssinian book; mainly, it is a book illustrated with elever sketches by the author, about gazelle shooting, elephant shooting, crocodile sheeting, stalking giraffes, hip popotamus hunting, and so forth, all thor-oughly enjoyed, set in bright sketches of life among the Arabs and Tokrooris, and told with

Mr. Baker's diversion into Abyssinia was along the course of the Atbara and the Settite. and along the track taken by Mr. Dufton from Kartoum over the frontier ground occupied by these negro settlers, the Tokroori, of whom we said enough last week when sketching the course of Mr. Dufton's journey. Mr. Baker saw little of Abyssinia proper, and did not come near to the central lake, or the capital of King Theodore; and as he touched Abyssinia only from the land side, of course he has nothing to tell about the routes from the Red Sea to the interior. The book is simply to be read for its own interest, and as it tells of travel and sport over ground that is only now being described with accuracy, it has, apart from its brightness as a lively record of adventure, some geographical interest. For Mr. Baker is a skilled observer, and carries to his wild sports the taste and knowledge of a naturalist. His map of his route indicating the character of river sources, the tribes and the animals, and the character of soil in each region, is one that geographers will thank him for, while also the political economists and politicians may draw here and there a useful hint from his experience.

On his way over the Nubian desert Sir Samuel Baker tells how an Egyptian regiment was once destroyed in it because the men, in pain of thirst, tempted by a mirage, killed the guide who was leading them aright and would not turn out of his course towards a phantom lake, pursued the phantom and to a man were

Sir Samuel Baker's explorations in the region of the Blue Nile and the Atbara, here described, were made in 1861. As the great central Victoria and Albert Lakes maintain the standard flow of the Nile waters, so, he says, the rain floods of Abyssinia, poured into the Nile by the Blue Nile and the Atbara, are the sources of the annual inundation to which Egypt owes its fertility.

At the village of Watgel Negur Sir Samuel found the Arabs still honoring the memory of the only Englishman who had visited them in former times, Mr. Mansfield Parkyns, who, says our author "has certainly written the best book on Abyssinia that I have ever read." At Wat el Negur Sir Samuel had some curious talk with one of its sheiks. Sheikh Achmet has his ideas, and the devotees of celibacy, concerning whom a book has just been written, had and have their ideas. Opinions differ.

AN ARAB'S NOTIONS OF WOMEN.

The sheik laid down the law with great force, "that a woman was of no use when she ceased to be young, unless she was a good strong person who could grind corn and carry water from the river;" in this assertion he was seconded, and supported unanimously, by the crowd of Arabs present.

Now it was always a common practice among the Arab women, when they called upon my wife, to request her to show her hands; they would then feel the soft palms, and exclaim in astonishment, "Ah! she has never ground corn!" that being the duty of a wife unless she is rich enough to possess slaves. Sheik Achmet requested me to give him some account of our domestic arrangements in England. I did this as briefly as possible; explaining how ladies receive our devoted attentions, extolling their beauty and virtue, and, in fact, giving him an idea that England was Paradise, and that the ladies were angels. I described the variety of colors; that instead of all being dark some were exceedingly fair; that others had red hair; that we had many bright black eyes, and some irresistible dark blue; and at the close of my descriptions, I believe the sheik and his party feit disposed to emigrate immediately to the chilly shores of Great Britain; they asked, said the sheik, with a sigh, "that must be a very charming country; how could you possibly come away from all your beautiful wives ? True, you have brought one with you: she is, of course, the youngest and most lovely; perhaps those you have left at home are the old ones!" I was obliged to explain that we are contented with one wife, and that, even were people disposed to marry two, or more, they would be punished with imprisonment This announcement was received with a general expression of indignation; the sheik and his party, who, a few minutes ago, were disposed to emigrate and settle upon our shores, would now, at the most, have ventured upon a return ticket. After some murmurs of disapprobation, there was a decided expression of disbelief in my last statement. "Why," said the sheik. "the fact is simply impossible! How can a man be contented with one wife ? It is ridion-

lous, absurd! What is she to do when she

becomes old? When she is young, if very lovely, perhaps he might be satisfied with her,

but even the young must some day grow old

and the beauty must fade. The man does not

fade like the woman; therefore he remains the same for many years, but she changes in

a few years. Nature has arranged that the

man shall have young wives to replace the

old; does not the prophet allow it? Had not

our forefathers many wives? and shall we

have but one? Look at yourself. Your wife

is young, and" (and here the shelk indulged

in compliments) "but in ten years she will

not be the same as now; will you then let her have a nice house all to herself, when she

grows old, while you take a fresh, young

I was obliged to explain to the sheik that first, our ladies never looked old; secondly they improved with age; and, thirdly, that we were supposed to love our wives with greater arder as they advanced in years. This was received with an ominous shake of the head, coupled with the exclamation "Mashallah ! repeated by the whole party. This was the mement for a few remarks on polygamy; I continued, "You men are selfish; you expect from the women that which you will not give in return, 'constancy and love;' if your wife demanded a multiplicity of husbands, would it not be impossible to love her? How can she love you if you insist upon other wives?" "Ab," he replied, "our women are different to yours, they would not love anybody; look at your wife, she has travelled with you far away from her own country, and her heart is stronger than a man's; she is afraid of nothing, because you are with her; but our women prefer to be far away from their husbands, and are

only happy when they have nothing whatever to do. You don't understand our women; they are ignorant creatures, and when their youth is passed are good for nothing but work. You have explained your customs; your women are adered by the men, and you are satisfied with one wife, either young or old. Now I will explain our customs. I have four wives; as one has become old, I have replaced her with a young one; here they all are (he now marked four strokes upon the sand with his stick). "This one carries water; that grinds the corn; this makes the bread; the last does not do much, as she is the youngest, and my favorite; and if they neglect their work, they get a taste of this!" (shaking a long and tolerably thick stick.) "Now, that's the difference between our establishments; yours is well adapted for your country, and ours is the best plan for our own."

SHIPPING

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES, DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES, FOR PARTICULARY AND 14 For particulars apply to TAPSOUTTS, BROTHERS & CO.

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AND WEST
THROUGH RECEIPTS TO NEWBERN.
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Seaboard and Roanoke Raliroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
burg, South-Side Raliroad, and Richmond and Danville Raliroad. burg, South-Side Ballroad, and Escape of this routs ville Railroad.

The regularity, safety and cheapness of this routs commend it to the public as the most desirable medium for carrying every description of freight.

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Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

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POLY, DAILY LINE FOR BALTI MORE, via Chesapeake and Dela Philadelphia and Baltimore Union Steamboat Com-pany, daily at 3 o'clock P. M.

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

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SURE Transportation Company Desure and Raritan Canal, on and after the 15th of March, leaving daily at 12 M, and 5 P, M., connecting with all Northern and Eastern lines.

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The undersigned having leased the KENDIAM ION SCREW DOCK, begs to inform his friends
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vessels to be raised or repaired, and being a practical
ship-carpenter and canker, 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
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Every description of Plantation Machinery, and
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Well-known MACHINERY FOR COTTON AND WOOLLEN including all recent improvements in Carding, Spinning, and Weaving.

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RAILROAD LINES.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROU!E.—Shortest and most direct route to Bethlehom, Allestown, Mauch Chunk Hazelton, White Haven, Wilkesbarre, Mahanoy Mily Mount Care.

THE MIDDLE ROUIE.—Shortest and most direct route to Bethlehom, Allentown, Mauch Chons., Hazelon, Whike Haven, Wilkesbarre Mahanoy etly, Mount Carmel, Pittston, Scranton, and ail points in the Lehign, Mahanoy, and Wyomiog coal regions.

Passenger Depot in Philadelphia, N. W. Corner of BERKS and A. MERICAN Streets.

WINTER ARRANGEMENTS.

On and after THURSDAY, Nov. II. 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—At 74 A. M.—Morning Express for Beildenem and Principal Stations on North Pennsylvania Ratiroad, connecting at Healtenem with Lehigh Valley Ratiroad for Allentown, Catasauqua, Siatington, Manon Chunk, Weatherly, Jeansylle, Hazeton, Multer Haven, Wilkesbarre, Pittston, Scranton, and all points to Lehigh and Wyomiog valleys, site, in connection with Lehigh and Mahanoy Raliroad, for Mananoy Chy, and with Catawissa Ratiroad, for Roper, Danville, Milton and Williamsport, Arriva at Manch Chunk at 1205 A, M.: at Wilkesbarre at 3 P, M.: at Mananoy City at 2 P, M.; at Scranton at 405 P, M. Passengers by this train can take the Lehigh Valley train, passing Bethlehom at 1: 35 P, M., for Easton, and points on New Jersey Central Ratiroad to New York.

Alfeld A. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartsyille, by this train, take the stage at Gid York road.

At 1:30 P, M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take for Sumneysows,
At 2:35 P, M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 1:30 P, M.—Accommodation for Doylestown, stopping at all intermediate stations of Greenville take this train to Quakertown.

At 2:35 P, M.—Accommodation for Doylestown, stopping at all intermediate stations of Greenville take this train to Quakertown.

At 2:37 P, M.—Accommodation for

bington. At 5 20 P. M -Through accommodation for Bathlean and all stations on main line of North Pannsvl anna Hailread, connecting at Bethlehem with Lenigh falley Evening train for Easton, Allentown, and Mauch Chunk. At 620 P. M.—Accomwodation for Lansdale, stopping at all intermediate stations,
At 11 to 1', M.-Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.

From Bothlehem, at 9th A. M., 265, and 8 40 P. M., 250 P. M. train makes direct connection with tehigh Vailey trains from Easton, Scrauton, Wirkesbarre, Mahanoy City, and Hazieton. Passengers leaving Easton at 1120 A. M. arrive in Philadelphia at 255 P. M., Connect at Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 50 P. M.

at Sethlehem at 618 P. M., and arrive in Philadelphia at 840 P. M.
From Doylestown at 835 A. M., 540 and 740 P. M.
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 1110 A. M. and 3405 P. M.
Doylestown to Philadelphia at 220 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlehem to Philadelphia at 440 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 Office in order to secure the lowest rates of fare.

Tickets sold and Baggage checked through to prin-

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

No. 105 S. Fifth street

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing Monday, September 30, 1867. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 839 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate stations.
Express Train 5t 12 M. (Sundays excepted), for Baltimore and Washington.
Express Train at 239 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, Nogtheast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Rus.

Run. Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Satur-

Night Express at 11'09 P. M. (dally) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Deiaware Railroad Line, stopping at Newcastie, Middletown, Ciayton, Dover, Harrington, Seatord, Sallsbury, Princess Anno, and connecting at Crisnicia 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 Crisnicia will take the 1709 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington. Wilmington.

Leave Philadelphia at 1-36, 4-30, 6-06, and 1:30 (daily)
P. M. The 4-30 P. M. Train connects with Belaware
Raliroad for Milford and intermediate stations. The
6-00 P. M. Train runs to New Castle.

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

(daily) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 725 A. M. Way Mail: 935 A. M., Express: 245 P. M., Express; 635 P. M., Express; 835

Leave Baitimore 725 A. M. Way Mail: 9-54 A. M., Express; 2:16 P. M., Express; 6-35 P.; M., Express; 8-35 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, and at Chester to leave passengers from Washington or Baltimore, and to Chester to 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, 4-85 H. E. KENNEY, Superintendent,

1867. -FOR NEW YORK-THE CAMDEN Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz.:—

At 8 A. M., via Camden and Amboy Accom.........

At 8 A. M., via Camden and Jersey City, Express

Florence.
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 The 1 and 1130 P. M. Lines leave from Market Street

Ferry, upper side. LINES FROM KENSINGTON DEPOT Will leave as follows:— At II A. M., 4%0 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. Fare, \$3. At 8 19:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenten and Er stol.
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 5 and 10:15 A. M., 2:30, and 5 P. M., for Eddington.
At 10:15 A. M., 2:30, and 5 P. M., for Eddington.
At 7:36 and 10:15 A. M., 2:30, 4. 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 5 P. M.,

for Holmesburg and Intermediate stations,
BELVIDERE DELAWARE RAILBOAD LINES,
From Kensington Depot.
At s A. M. for Niegara Falls, Buffalo, Dunkirk,
Canandaigua, Elmirs, Ithaca, Owego, Rocaester,
Binghamton, Oswego, Syracuae, Great Hend, Montrose, Wilkesbarre, Scranton, Strondaburg, Water
Gan, etc. etc. Gap, etc., etc.
At S.A. M. and S.S. P. M., for Belvidere, Easton,
Lambertville, Fiemington, etc.
The S.M. P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate sta-Lions,
Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:

At 900 A. M., and 130 and 630 P. M., Washington and New York Express Lines, via Jersey City, Fare, 322.

The 9 A. M. and 630 P. M. Lines will run daily, All others, Suridays excepted.

October 28, 1567. WM. H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN,

RAILROAD LINES.

RAILROAD LINES.

PEAD IN G RAIL ROAD.

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE RECHUYLKILL, SUSQUEHANNA CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANAIAS,
FALL ARRANGEMENT OF PASSENGER
TRAINS. MONDAY, September 38. 1867.
Leaving the Company's Depot, at THIRTERNTH
and CALLOWHILL Streets. Philadelphia, at the following houre—

MORNING ACCOMMOBATION,
A17-80 A. M., for Reading and intermediate stations.
RETURNING, leaves Reading at 5-30 P. M., arriving in
Philadelphia at 9-10 P. M.

MORNING EXPRESS,
A1 8-15 A. M., for Reading, Leission, Harrisburg,
Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Emilia. Rochesier, Niagara Falm, Buffaio,
Allentown, Wilkesbarre, Piusion, York, Carilsle,
Chamberburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the
Lebanen Valley train for Harrisburg etc.; at POAT
ULISTON with Catawis a Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at POAT
ULISTON with Northern Central Cumberland Valley
and Schuylkill and Susquehamba trains for Northsmberland, Williamsport, York, Chamberaburg,
Pinegrove, etc.

AFTERNOON EXPRESS

and Schuylkill and Susquehamma trains for Northsmberland, Williamsport, York, Chambersburg,
Pinegrove, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 23 P. M., for Reading, Pottaville, Harrisburg, etc., connscting with Reading and
Columbia Railread trains for Columbia, etc.
PO TSTOWN ACCOMMODATION
Leaves Pottstown at 5 to A. M., stopping at intermediate statious; arrives in Philadelphia at 9 to A. M.
Escurping, leaves Philadelphia at 5 to P. M.; arrives
in Pottstown at 5 to P. M.
READING ACCOMMODATION
Leaves Reading at 7 to A. M., stopping at all way
stations arriving at Philadelphia at 1 to A. M.
Returning, leaves Philadelphia at 1 to A. M.
Returning, leaves Philadelphia at 1 to P. M.; arrives
in Reading at 7 to A. M., stopping at all way
stations arriving at Philadelphia at 1 to P. M.; arrives
in Reading at 7 to P. M.
Trains for Philadelphia leave Harrisburg at 8 to A.
M. and Pottsville at 8 to A. M.; arriving in Philadelphia at 1 to P. M. Afternoon trains leave Harrisburg
at 2 to P. M. Pottsville at 2 to P. M.; arriving in Philadelphia at 6 to P. M.
Leaves Reading at 7 to A. M., and Harrisburg at 4 to
P. M. Contracting at Reading with Afternoon Accomodation south at 8 to P. M., arriving in Philadelphia
at 1 to P. M.
Market train, with passenger car attached, leaves
Philadelphia at 12 to noon for Pottsville and all way
stations. Leaves Pottsville at 7 to A. M. for Philadelphia
and all way stations.
All the above trains run daily, Eundays excepted,
Eunday trains leave Pottsville at 8 to A. M., and
Philadelphia at 3 to P. M. Leave Philadelphia for
Reading at 8 to A. M., returning from Reading at 4 to
P. M.
CHESTER VALLEY RAHLROAD,
Passengers for Downingtown and intermediate

P. M. CHESTER VALLEY BAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 8:10 A. M. and 1:00 P. M.

M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:00 P. M., and connecting at Harr sourg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsnort, Elmira, Baitimore, etc. Returning, express train leaves Harrisourg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:40 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. Sleeping 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 M.

SCHUYLKILL VALLEY BALLROAD. CHESTER VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11:30 A. M., and 7:10 P. M., returning from Tamaqua at 7:35 A. M., and 1:40 and 4:15 P. M.
SCHUYLEILL AND SUSQUEHANNA RAILTrains 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 at the perincipal points in the North and West and Cauda.

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

Excursion 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 only for one day, are sold at Reading and Intermediat, stations, by Reading and Potistown Accommodation trains, at reduced rates.

The following lickets 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 and firms.

MILEAGE TICKETS,

Good for 2002 miles between all points, \$2250 each for families and firms.

SEASON TICKETS,

Fir three, six, ulne, or twelve months, for holders

SEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all point, at reduced rates,
CLERGYMEN
Residing on the line of the road will be furnished cards entitling the analyses and wives to tickets at half lare.

ENCARSION TICKETS

cards entitling the assives and wives to tickets at half lare.

EXC. RSION TICKETS

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

REIGHT.

Goods of all descripts one forwarded to all the above points from the Company's Freight Depot, BRUAD and WILLOW Stream.

FREIGHT TRAINS

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

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 2:5P. M. DENNSYLVANIA CONTRAL RAILROAD

WINTER TIME, TAKING WEFECT OCT. 18, 1967, WINTER TIME, TAKING EFFECT OCT. 18, 1867.
The trains of the Pennsyl ania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connicting with each train leaving Front and Market sires a thirty minutes before its departure. The Chesami 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 Chesant streets, and at the Depot. and at the Depot.

Agents of the Union Transfer C upway will call for and deliver baggage at the Depot. Orders left at No. 901 Chesnut street, No. 116 Market street, or No. 1 S.

atreet will receive attention. TRAINS LEAVE DEP IP, VIZ:-Mail Train.
Fast Line and Eric Express.
Paoll Accommodation, No. 1.
Harrisburg Accommodation.
Lancaster Accommodation. Parkesburg Train... Western Accommodation Train... Eric Mall.... Incinosti Express.
Philadelphia Express.
Paoli Accommodation, No. 2......
Accommodation. 8 00 P. M. 11 15 P. M. 9 00 P. M. 11 30 P. M.

JOHN (ALLEN, Ticket Agent, No. 501 CHRSNUT Street, SAMUEL H. WALLACE, Ticket Agent at the Depot, Ticket Agent at the Depot, arel, and timit their responsibility to One Hundred bolints in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. General Superintendent, Altoona, Pa.

DHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE,

Thyough and direct route between Philadelphia,
Baltimore, Hawfisburg, Williamsport, and the Great
Oil Region of Pennsylvania.

ELEGANT SIEEPING CARS on all Night Trains.
On and after MONDAY, October 14, 1807, the trains
on the Philadelphia and Eric Railroad will run as
follows:—

WESTWARD.

follows:

Mail Train leaves Philadelphia...

leaves Williamspors...

rie Express leaves Philadelphia...

Erie Express leaves Philadelphia...

leaves Williamsport... ... 12'00 noon. ... 8'45 P. M. ... 9'45 A. M. ... 8'00 A. M. ... 6'28 P. M. ... 7'45 P. M Eimira Mail leaves Willamsport....

Elmira Mail leaves Philadelphia...

leaves Williamsport...

leaves Williamsport...

leaves Erie...

leaves Williamsport...

reaves Williamsport...

reaves Erie...

leaves Williamsport...

reaves Williamsport...

leaves Williamsport...

arrives at Philadelphia.

Elmira Mail leaves Lock Haven...

leaves Williamsport...

arrives at Philadelphia...

leaves Williamsport...

arrives at Philadelphia...

mail and Express connect with all tre Mail and Express onnect with all trains on Warren and Frankin Estime. Passonger leaving Philadelphia at 12'00 M with all trains on Warren philadelphia at 12'00 M with at Irvineton at 6'00 A M. and bil Cky at 9'50 A M. Leaving Philadelphia at 8'00 P M., arrive at Oil City at 4'55 P. M. All trains on Warren and Franklin Rallway make close connections at Oil City with trains for Franklin and Petroleum Centre, Bassage checked through, Alfred L. Tyler, General Superintendent, RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
BAILROAD, VIA MEDIA.
WANTER ARRANGEMENT.
OR AND ANY OCCODER 7, 1987, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7 4. A. M.
li A. M., 230 P. M., 436 P. M., 430 P. M., 6.5 P. M., and
li 26 P. M. Leave West Chester for Philadelphia, from Depson East Market atreet, at 625 A. M., 748 A. M., 846 and 1045 A. M., 126 P. M., 450 and 655 P. M.
Trains leaving West Cuester at 8,90 A. M., and leaving Philadelphia at 426 P. M., will stop at S. G. Jino

Trains leaving West Cuester at 8,90 A. M., and leaving Philadelphia at 450 P. M., will stop at B. G. Juno 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 wost will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal notels and the Camden and Amboy Hk. office, at Wainut street whart 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 previous to departure.

Front and Market streets thirty minutes previous to departure,

ON SUNDAYS,

Leave Philadelphia at 536 A. M. and 2 P. M.

Leave West Chester at 725 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 746 A. M. and 450 P. M., and leaving West Chester at 550 A. M. and 450 P. M., and leaving West Chester at 550 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R., for Oxford and intermediate points.

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

HENRY WOOD,

General Superintendent,

DHILADELPHIA AND BALTIMORE CEN
TRAL RAILBOAD.—Winter Arrangements,
On and after MONDAY, October 7, 1887, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and CHESNUT Streets (West Phila
delphia), at 745 A. M. and 450 P M.
Leave Raing Sun at 545 and, Oxford at 63) A. M.
and leave Oxford at 325 P. M.
A Market Train, with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 1905 A. M., Oxford at 1345 M., and Rennett at 140
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 235 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 Afterneon Train for Philadelphia.
The Train leaving Philadelphia at 450 P. M., runs to
Raining Sun, Md.
Passengers allowed to take wearing apparel only
as baggage, and the Company will not in any case be DHILADELPHIA AND BALTIMORE CEN

Rising Sun. Md.

Passengers allowed to take wearing apparel only
as baggage, and the Company will not in any case by
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 foot of MARKET Street (Upper Ferry), Commencing TULSDAY, September 17, 1887, For Bridgeton, Esiem Vineland, Mulville, and intermediate stations, suc A. M., and 3:30 P. M. For Cape May 3:30 P. M. A. M., and 3:30 and 6:00 P. M. Freight Train leaves Camden at 12 M. (noon) daily, Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 6:00 P. M. Freight received before 9:00 A. M. will go forward the same day.

CAMDEN A N D BURLINGTON COUNTY
14, 1867, trains will leave from root 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.
RETURNING.

Leave Pemberton at 7°20 A. M. and 2°30 P. M.
M. Holly 2" 7°42 " 254 " 254 "
Moorestown" 8°08 " 2°21 "
10°22 tf C. SAILER, Superintendent.

LUMBER.

1867.—SELECT WHITE PINE BOARDS AND PLANK, 44, 84, 84, 2, 234, 8, and 4 inch choice PANEL AND ist COMMON, 18 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!
44 CAROLINA FLOORING,
54 CAROLINA FLOORING,
54 DELAWARE FLOORING,
54 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
SPRUCE FLOORING,
SPRUCE FLOORING,
ETEP BOARDS,
RAIL PLANE,
PLASTERING LATH.

1867. CEDAR AND CYPRESS

1867. WALNUT BOARDS,
WALNUT BOARDS,
WALNUT BOARDS,
WALNUT PLANK.
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.

BPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST SPRUCE JOIST FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
11798 No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. PIFTEENTH ST.

ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber at low prices. WOOD MOULDINGS BY ACKETS, BALUSTERS. AND NEWELS.

Newels, Balusters, Bracket and Wood Mouidings, WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 3, 8%, and 4 inches. BUTTERNUT, OHESNUT, and WALNUT MOULDINGS to order.

J. C. PERKINS, LUMBER MERCHANT,

Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREET, Constantly on hand a large and varied assortmen of Building Lumber. 524

INTERNAL REVENUE REVENUE STAMPS FOR SALE AT THE

PRINCIPAL AGENCY,

NO. 57 SOUTH TRIED STREET, PHILA A LIBERAL DISCOUNT ALLOWED. Orders or Stamped Checks received, and delivered

with despatch, Orders by mall or express promptly attended to, JACOB E. BIDGWAY. 7 29 Lf

WANTS.

BOOK AGENTS IN LUCK AT LAST

The crisis is passed. The hour has come to lift the vell 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. Bakar's "HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the comances of a thousand years, and conclusively proves that "truth is stranger than fiction."

Agents are clearing from two to \$500 per month, which we can prove to any doubting applicant. A tew more can obtain agencies in territory yet unoconclused. Address of the control of the cont

RO. 70% CHESNUT STREET, PHILADELPHIA: AUCTION SALES

M C U L E L L A N D & CO
(Successors to Philip Ford & Co.)
AUUTION REES. No. For MARKET Surees.

SALE OF 1800 CASES BOOTS, SHOER, REG GANS, ETC.
On Monday Morning,
November 18, commenting at 10 o'clock, we will see
by catalogue, for cash, 1800 cases Mon's, Boyn', and
Youths' Boots, Shoes, Brogans, Balmorals, etc. Also,
Women's, Misses', and Children's wear, to which
the early attention of the trade is called.

[11] 12 18 JOHN B. MYERS & CO., AUCTIONBERS

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

SNovember is at 10 o'clock, on four months' credit, 500 iots of French, India, German, and British Dry Goods. LABGE FEREMPTORV SALE OF BOOTS, SHORS,
BROUANS, TRAVELLING BAGS, ETC.
On Tuesday Morning,
November 19, at 10 o'clock on four months credit,
2000 packages boots, shoen, balmorals, etc. [11 18 6]

LARGE POSITIVE SALE OF BRITISH, FRENCH, GLRMAN, AND DOMESTIC DRY GOODS, On four months' credit. On Thursday Morning, November 21, at 10 o'clock, embracing about 1200 packages and lots of stable and fancy articles 111555

J. M. GUMMEY & SONS, AUCTIONEERS,

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 sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.

Sales advertised daily to all the daily newspapers, h

ELEGANT FOUR-STORY BROWN STONE RESIDENCE—Built in the best manner, expressly for the occupancy of the present owner, and finished throughout in superior style, with extra conveniences. No. INU Locust street.

ARCH STREET ELEGANT THREESTORY
BRICK ROSIDENCE-24 feet 6 inches front, with
double back buildings, extra conveniences, and lot
140 feet deep. No. 1722 Arch street.

HANDE OME M. Dakin RESIDENCE, No. 6 MODERN THREE-STORY BRICK RESIDENCE. No. 1635 Vine atreet. Also, two three-story Brisk Dwellings in the rear, fronting on Pearl st. 111 6104 HAND-OME MODERN RESIDENCE, with side pard, three-story double back buildings, and every convenience, No. 503 Franklin street.

VALUABLE PROPERTY, S. W. corner of Spring Garden and Thirteenth streets; four-story brick residence, with effices, and lot 20 by 100 feet; three fronts, SEVEN MODERN THREE-STORY BRICK DWELLINGS, With every convenience, Nos. 241, 2418, 2415, 2417, 2419, 2421, and 2423 N. Sixth street, above York. York.

GERMANTOWN—A HANDSOME DOUBLEPOINTED STONE RESIDENCE, with every city
convenience, and large Lot of Ground, corner of Chalton and Wayne avendes.

M. THOMAS & SONS, NOS. 139 AND 142

SALE OF REAL ESTATE, STOCKS, ETC., November 19, at 12 o'clock noon, at the Exchange, Will include—
SECOND STREET, south of Master-Business
stand, brick Store and Dwelling.
SEVENTH STREET, No. 773 (South)—Gentoel THIRTY-NINTH AND MARKET STREETS. S. E. corner-Hotel and Stables. SIXTH STREET, No. 1233 (South)-Genteel Dwell-AFTON STREET, No. 1722-Two-story Dwelling. MONTROSE STREET, No. 2027 - Two-story ST. JOSEPH'S AVENUE, No. 1723-Four brick CHERRY STREET, west of Eleventh-Dwerling

and large Lot.
ALLEN SIREET-Dwelling and Stable.
BANANNA STREET, west of Cartisle-Seven

BANANA STREET, west of Cartisty-Sevent Dwellings.
MORTGAGE-\$370.
GROUND RENTS-\$25, \$40, \$72, and \$35 a year.
BANK AND OTHER STOCKS, LOANS, ETC.
5 shares Penn National Bank.
5 shares Philadelphia Exchange.
5 shares Chesapeake and Delaware Caual.
2 shares Philadelphia and Southern Mail Steamship Co.

2 shares Pennsylvania Raticoad Company.

51 shares Pennsylvania Raticoad Company.

50 shares Delaware Coal Company, par \$50.

2 shares Mercautiis Library Company.

50 shares Junction and Breakwater Raticoad Co.

10 shares Philadelphia and West Chester Plank

Road Company, par \$58.

For other Accounts—

17 shares First National Bank.

225 shares Consolidation National Bank.

62 shares Fenn National Bank.

62 shares Fenn National Bank.

63 shares Empire Transportation Company.

75 shares Schomacker Plane Forte Manufacturing Company.

Catalogues now ready.

Catalogues now ready.

SUPERIOR WALNUT FURNITURE, FRENCH PLATE MIRROR, FINE OH. PAINTINGS, HANDSOME BRUSSELS CARPETS, ETC.

On Monday Morning.

18th Instant, at 10 o'clock. at No. 820 Geary street (Seventeenth and Brown streets), by catalogue, the superior Walnut Parlor and Chamber Furniture, etc.

HANDSOME WALNUT FURNITURE, CHINA AND GLASS, HANDSOME BRUSSELS CARPETS, El.C.

November 19, at 10 o'clock, at No. 1440 N. Twelch street, by catalogue, Handsome walout, parlor and chamber furniture, superior oak dining-room furniture,

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

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

HARDWARE, CUTLERY, ETC. CUTLERY.



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 comstructed as to at once commend itself to general favor, being a combination of wrought and cast from it is very simple in its construction, and is perfectly sirulght; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright dues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new atrangement of evaporation will at once demonstrate that it is the only Hot Air Fornace that will produce a perfectly healthy atmosphere.

Those is want of a complete Heating Apparaton would do well to call and examine the Golden Eagle. CHARLES WILLIAMS.

Nos. 1122 and 112 sMARKET Street.

Philadelphia. NOTICE,-THE UNDERSIGNED

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

BROWN'S PATENT COMBINED CARPET-STRETCHER AND

TACK-DRIVER. With this machine a lady can alone stretch and ack down at the same time her carpets as easily as to sweep them, saving back-aches, bruised fingers, emper, 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-on tacks with or without leather heads s simple, easily worked, and will last a lifetime Agents wanted. Liberal terms given. It is a nice machine for ladies to sell. For Machines or Agences

call on or address WILLIAM P. SCHEIBLE



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

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