MILL HURSEY, YAILMANNA STREET

THE BEGGAR BABY. Pale and weary, strangely old, Wan with hunger, parched with cold, Clothed in rags around it rolled, Was this poor beggar baby.

Careless travellers going by Walked around, lest, coming nigh, They might hear the hungry ory Of this poor beggar baby.

Rich men passed, and thought within, "Twere well that life had never been," As though misfortune were a sin For a poor beggar baby.

Only the pauper mother smiled, Only the mother blessed the child, And murmured love in accents mild To that poor beggar baby.

But by and by that baby died, And they buried it (on the pauper's side Of the yard)-only the mother cried For that poor beggar baby;

Who used to cling to her lonely breast, And kiss her cheek ere it sunk to rest, Like a little bird in a happy nest-Poor little beggar baby !

But lo ! beyond the pauper tomb, A wondrous light stole through the gloom, And voices sang, "In Heaven there's room For that poor beggar baby."

And then in garments white and new, Upward the rank of angels through, The radiant, ransomed spirit flew Of that poor beggar baby.

The Italian Government Calls Upon the Emperor Napoleon to Withdraw His Troops.

Florence (Nov. 5), by Telegraph to Reuter's Bureau. The Official Gazette of this evening publishes

tain the authority of the law and to remove every cause for the disturbance of public order by conveying Garibaldi to Variguano, in the Gulf of Spezzia.

The Government has refused to accept the plebiseites which are being carried out in various towns of the Pontifical States voting for As the dissolution and disarmament of the

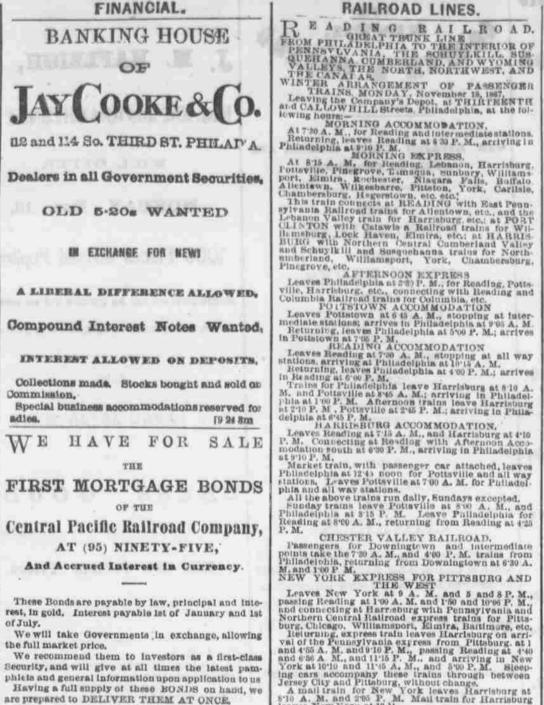
volunteer bands render a continuation of intervention in the Roman States unnecessary, the King's Government yesterday ordered the Italian troops to return within the frontier. Since, also, the Pontifical territory has been

evacuated by the volunteers, the withdrawal of the Italian troops has removed all motive or pretext for a continuance of French interven-

The Government places faith in the declara-tion contained in the French Circular of the 25th of October, that as soon as the Pontifical territory was free from aggressors, and security re-established, France would consider her mission as fulfilled, and withdraw. When this is accomplished, negotiations can then be entered upon for a definitive settlement of the Roman question in accordance with the national aspirations of Italy and the interests of the Catholic re-

The Lavender Fields of Mitcham.

Surrey may be said to have almost a monopoly of the lavender trade, and the quantity grown in the county may be guessed from the fact that some five hundred acres of ground are devoted to its culture alone. Kent grows hardly any, and Cambridgeshire and Hertfordshire are but unpretending rivals. We ought to mention here that lavender is now more extensively grown in the neighborhood of Carshalton and on the Epsom Downs than at Mitcham even, but of course they are at a greater distance from town. It is planted in November, in slips from the old roots, and will stand without re moval from two to four years, being fed with the ordinary farm-yard manure. It is very susceptible of injury from frost or heavy rain, and much havoc has been made with this year's crop from both these causes. It is gene-raily admitted by those whose recol-lections date a long time back, that the crops nowadays are nothing like so abun-dant as they used to be, which is, perhaps, owing to the partial exhaustion of the soil and consequent weakening of the plants. Of course this and the increasing importation of French oil must have very sensibly affected the trade, but the English oil is considered so superior for most purposes that it must always role the market. The lavender water, after the oil has been extracted, is given to the men as a per-quisite, and sold by them at something like sixpence a gallon. It is reaped with a saw-edged sickle by hand, put there and then into mats, sickle by hand, put there and then into mats, and carried direct to the still. The process, therefore, is extremely simple, and bears no comparison to that of hop-picking, the gayest of all harvest gatherings. Still the lavender fields, when in full bloom, are a glorious sight, and have a charm peculiarly their own. Which-ever way the eye may wander, field after field is spread out in interminable beauty, and its effect, not easily forgotten, is worth remembering .- Country Life.



DE HAVEN & BRO.,

Bankers and Dealers in Governments, 1151m NO. 40 SOUTH THIRD ST.

NATIONAL

BANK OF THE REPUBLIC. 809 and 811 CHESNUT STREET.

PHILADELPHIA.

DIRE	TORS.
Joseph T. Balley, Nathan Hilles, Benj. Rowland, Jr., Samuel A. Bispham, Edward H. Orne,	William Ervien, Osg. od Welsh, Frederick A. Hoyt, Wm. H. Rhawn,

WM. H. RHAWN, President.

Late Cashier of the Central National Bank JOS. P. MUMFORD, Cashler,

5 3]] Late of the Philadelphia National Bank

7 3-10s,

RAILROAD LINES.

THE DAILY RVENTED TELEGRAPH PHILADELPHIA, TUESDAY, NOVENERS 10, 1867

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, NOVEMBER 19, 1867.

R E A D IN G E AILEROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE ROHUYLKILL, SUS-QUERANNA CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANAIAS. WINTER ARRANGEMENT OF PASSENGER TRAINS MONDAY, November 18, 1867. Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-towing hours.

at 910 P. M. Market train, with passenger car attached, leaves Philadelphia at 12 4) noon for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadol-phin and all way stations. All the above trains run dally, Sundays excepted, Eunday trains leave Pottsville at 800 A. M., and Philadelphila at 315 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY BAILROAD.

P. M. CHESTER VALLEY BAILROAD. Passengers for Downingtown and intermediate points take the 7.20 A. M., and 400 P. M. trains from Philadelohia, returning from Downingtown at 630 A. 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., massing Reading at 100 A. M. and 150 and 1006 P. M. and connecting at Harrisburg with Pennayivania and Northern Central Hailroad express trains for Pitts-burg, Chicago. Williamsport, Elmira, Baitimore, etc. Reiturning, express train leaves Harrisburg on arri-val of the Pennayivania express from Pittsburg. At 1 and 455 A. M. and 910 P. M., passing Reading at 440 and 636 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., passing Reading at 440 and 656 A. M. and 910 P. M., and arriving in New York at 1010 and 1145 P. M. and arriving the Second ig cars accompany these trains through between Jeney City and Pittburg, without chang. M. and 256 P. M. Mail train for Harrisburg at 50 A. M. and 255 P. M. Mail train for Harrisburg at 50 A. M. and 255 P. M. Mail train for Harrisburg at 50 A. M. and 255 P. M. Mail train for Harrisburg leaves New York at 12 M. BCHUYLKILL VALLEY RAILROAD. Trains leave Polusville at 7 and 1129 A. M., and 710 P. M., returning from Tamaquas at 735 A. M., and 129 and 415 P. M. ECHUYLEILL AND SUSQUEHANNA RAIL-

P. M., returning from Tamaqua at 735 A. M., and 149 and 415 P. M.
 SCHUYLEILL AND SUSQUEHANNA RAIL-ROAD.
 Trains leave Auburn at 735 A. M. for Pinegrove and Harrisburg, and 1245 noon for Pinegrove and Tremont, returning from Harrisburg at 555 P. M., and from Tremont at 749 A. M. and 540 P. M.
 Through first-class tickets and emigrant tickets to a. I the principal points in the North and West and Canada.
 Excursion tickets from Philadelphia to Reading and intermediate stations, good, for one day only, are

Ca uada. Is consion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Poistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good oily for one day, are sold at Reading and Inter-mediat. stations, by Reading and Poistown Ac-common ation trains, at reduced rates. The f. lowing tickets are obtainable only at the office of ., BRADFORD, Treasurer, No, 27 South FOURTH Street, Philadelphia, or ofG. A. NICOLLS, General St perintendent, Heading:-COMMUTATION TICKETS At 25 per c nit. discount, between any points desired, for families as d firms. MILEAGE TICKETS. Good for 2000 miles between all points, \$2750 each for families as firms. BEASON TICKETS. For three, six, time, or twelve months, for holders only, to all point 4, at reduced rates. CLARGY MEN Residing on the line of the road will be furnished cards entiting the uselves and wives to tickets at half for . EXACTREION TICKETS From Philadelphs, to principal stations, good for

EXCURSION TICKETS From Philadelph.s to principal stations, good for Saturday, Sumday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and

BAILBOAD LINES, NORTH PENNSYLVANIA RAILBOAD.

<text><text><text><text><text><text><text><text><text><text>

departure.

4 134

RAILROAD LINES,

Front and Markei streets thirty minutes previous to departure. ON SUNDAYS. Leave Philadelphia at 3736 A. M. and 2 P. M. Leave West Chester at 756 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 ural leaves Depot, and will leave Depot on arrival of each train. to carry passengers into the city. Trains leaving Philadelphis at 755 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. K. for Oxford and intermediate points. Passengers are allowed to take wearing appares only as baggage, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for the same. A 138 General Superintendent.

DHILADELPHIA AND READING RAIL

On and atter MONDAY, November 18, 1867.

ing at 645 P. M.

town at 7'05 P. M.

ROAD .- CHANGE OF TIME.

THE READING ACCOMMODATION TRAIN

Will leave Philadelphia at 4 P. M., arriving at Read-

THEPOTTSTOWN ACCOMMODATION TRAIN

CHESTER VALLEY PASSENGERS Taking the Reading Accommodation Train will

WEST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867. For Bridgeton, Sales: Vineland, Millville, and in-termediate stations, 8'00 A. M., and 3'30 P. M. For Cape May 3'30 P. M. For Woodbury at 8'00 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 5'00 P. M. Freight will be fore 9'00 A. M. will go forward the same day.

ame day. Freight Delivery, No. 228 S. DELAWARE Avenue 7215 WILLIAM J. SEWELL, Superintendent

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington D. C., via Chesapeske and Delaware Canal with connections at Alexandria from the most direct oute for Lynchburg, Bristol, Knoxylile, Nashville Dalton, and the Bouthwest. Steamers loave regularly from the first wharf above Market street.

Steamers loave regulator, Market street. Market street. Freight received dally. No. 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetows. M. ELDRIDGE & Co., Agents at Alexandris, VR 11 Street St

FOR NEW YORK, VIA DELA ware and Raritan Canal. Express Steamboat Company Steam Propellers save Daily from first wharf below Market screet Through in swenty-four hours. Goods forwarded to il points, North. East and West, free of commission. Predict resoluted at this lowest frees.

Freight received at the lowest rates. WM. P. CLYDE & CO., Agenta, No. 14 South Wharves.

FOR NEW YORK.-SWIFT SURL Transportation Company De-spatch and Swiftsure Lines, via Dela-vare and Harltan Canal, on and after the 15th of sarch, leaving daily at 12 M. and 5 P. M., connecting with all Northernand Eastern lines. For freight, which will be taken on accommodating arms, apply 20 WILLIAM M. BALTO

TOSHIP CAPTAINS AND OWNERS

TO SHIP CAPTAINS AND OWNERS. The undersigned having leases the K PA-and the patrons of the Deck that he is prepared with intronsed facilities to accommodate those having vessels to be related or repaired, and being a practical intercomposition and the prepared with mirrows of the Deck that he is prepared with intronsed facilities to accommodate those having vessels to be related or repaired. Taking the second child for repaire. The the vessels for the sale of "Westermoot's pair the second to the sale of the sale of the second repared to turn the the same on reasonable terms. TOMEN H. HAMMITT. More DELAWARE Avenue, short Least sites.

WILLIAM M. BAIRD & CO., No. 12 S. DELAWARE Avenue

JAMES HAND, Agent, No. 101 Wall atreet, New York.

arrive at Downingtown at 6 20 P. M.

Will leave Philadelphia at 5 P. M., arriving at Potts

General E

NORTH PENNSYLVANIA RAILROAD,-THE MIDDLE ROUTE-Shortest and most fract route to Bechichen, Allentown, Mauch Chuok, March 1998 Andread Streams and All points in the Leight Mahanoy, and Wilkesbarre Mahanoy (firy, Mount Carmet, Pitiston, Scrantou, and all points in the Leight, Mahanoy, and Worming coal regions. The Datily of the Philadelphia, N. W. corner of BERKS and AMERICAN Streams. MINE DAILY TRAINS. MINE DAILY TRAINS. The Daily TRAIN Streams. And Short HURSD 47, Nov. 14, 1887, Passenger than leave the New Depot, corner Barks and Ameri-tants and Wille Bareston, While Hawen, Wille stations on North Fennsylvania Railroad, for Malashor Will statistical to New Jersen Andread Streams and while statiston Americal and Nilsenson the Aritice at Markanov will statiston and Williamsport. Arrive at Markanov phile Milton and W rain, passing Bethlehem at 1155 P. M., for Easton nd points on New Jersey Central Railroad to New

ork. AtS 45 A.M.-Accommodation for Doylestown, stop-

A15 45 A.M.-ACcommodation for Doylestown, stop-ning at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road. At 1015 A. M.-Accommodation for Fort Washing-ton, stopping at intermediate stations. At 2130 P. M.-Express for Bethiehem, Allentowa, At 2130 P. M.-Express for Bethiehem, Allentowa, At 2130 P. M.-Express for Bethiehem, Allentowa, Scranton, and all points in the Mahanoy and Wyo-ming Coal regions. Passengers for Greenville take this train to Quakertown. At 5 748 P.M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales tor Summy yowa.

At 4'15 P. M.-Accommodation for Doylestown, stop-

ping at at all intermediate stations. Parsengers for ow Grove, Hatboro, and Harisville, take stage at At 520 P. M.-Through accommodation for Bethte-
 Andress
 Beneral superintendent.

 General superintendent.
 PHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD.-Winter Arrangements. On and anter MONDAY. October 7, 1987, Trains will have Philadelphia, from the Depot of the West Chester and Philadelphia Railroad. corner of thirty-FirkST and CHESN OF Streets (West Philadelphia), at 7:59 A. M. and 4:50 P.M.

 — Zeave Rising Sun at 5:45 and Oxford at 6:27 A. M.

 and leave Oxford at 252 P. M.

 — Market Train, with Passenger Carattached, with run on Tuesdays and Fridaya, leaving the Blaing Sun at 10:0 A. M., Oxford at 11:45 M., and Kennett at 1'0 F. M., connecting at West Chester Junction with s traint for Philadelphia, On Wednesdays and Batur-ber through to Oxford.

 — The Train leaving Philadelphis at 7:45 A. M. con-meter at Oxford with a faily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves peach Bottom to connect at Oxford with the After noon Train feaving Philadelphia at 7:60 P. M. runs te Ring Sun, M.

 — The Train leaving Philadelphia at 5:60 P. M. runs te Ring Sun, M.

 — The Train leaving Philadelphia at 5:60 P. M. runs te Ring Sun, M.

 — The Train leaving Philadelphia at 5:60 P. M. runs te Ring Sun, M.

 — The Train leaving Philadelphia at 5:60 P. M. runs te Ring Sun, M.

 — The Train leaving Philadelphia at 6:50 P. M. runs te Ring Sun, M.

 — Magers and the Company will not in any case be exponsible for an amount exceeding one hundred outlars, miless a special contract be made for thesam. HENRY WOOD General Supr.

 DHILADELPHIA AND READING RAIL

htm. and all stations on main line of North Paeneyi ranna Railroad, connecting at Bethlehem with Lahigh Valley Evening train for Easton, Allentown, and Manch Chunk. At 520 P. M.-Accommodation for Lansdale, stop-bing at all intermediate stations. At 1130 P. M.-Accommodation for Fort Wash-ington.

TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 915 A. M., 205, and 340 P. M. 255 P. M. train makes direct connection with Lehigh Valley trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Eas-ton at 11:20 A. M. arrive in Philadelphia at 265 P. M. Passengers leave Wilkesbarre at 1:30 P. M. connect at Bethlehem at 6:15 P. M., and arrive in Philadelphia at 540 P. M.

at Bethlehem at 645 P. M., and arrive in Philadelphia at 540 P M. From Doylestown at 855 A. M., 540 and 750 P. M. From Lansdate at 730 A. M. From Fort Washington at 1140 A. M. and 356 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 950 A. M. Philadelphia for Doylestown at 250 P. M. Doylestown to Philadelphia at 750 A. M. Bethlehem to Philadelphia at 750 A. M. Fith and Sixth Streets Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depot. Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets noid and Baggage checked through to prin-cipal points at Mann's North Penssylvania Baggage Express Office, 14 No. 105 S, Fifth street,

 The
 No. 105 S. Firth street.

 PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIME TABLE.

 Commencing Monday, September 30, 1867. Trains will leave Deuet, corner BRAD Street and WASH.

 INGTON Avenue, as follows:

 Way Mail Train at \$30 A. M. (Sundays excepted), for Baitmore, stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Crisfield and Intermediate stations.

 Express Train at 120 P. M. (Sundays excepted), for Bai-timore and Washington.

 Express Train at 120 P. M. (Sundays excepted) for Baitmore, and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, Northeast, Charles-town, Per, yville, Havre-de-Grace, Aberdeen, Perry-man's, Edgewood, Magnolla, Chase's, and Stemmer's Rum.

 Nicht Express at 11'00 P. M. (daily) for Baitimore

Rum: Night Express at 11:00 P. M. (daily) for Baltimory and Washington. Connects at Wilmington (Satur

- AND - CAR AUCTION SALES.

AT STATES AND A STATES

M CLELLAND& CO (Buccessors to Pallip Ford & Oo.) AUCTIONEERS. No. 805 MARENT Street.

7

SALE OF 1900 CASES BOOTS, SHOES, BRO-GANS, ETU, On Thursday Morning, Nov. 21, commercing at 10 o'clock, we will sell, by catalogue, for cash, live 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 16 ft.

JOHN B. MYERS & CO., AUCTIONRESS Nos. 202 and 284 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On four months' credit. On Thursday Moruing. November 21, at 10 o'clock, embracing about 1200 packages and jots of staple and fancy ariloies. [1115 st

LARGE POSITIVE SALE OF CARPETINGS, ETC. On Friday morning. November 22, at 11 o'clock, on four months' credit, aton 200 pieces ingrain, Venetian, list, nemp. cottage, and reg carpetings. LARGE PEREMPTORY SALE OF FRENCH AND OTHELL EUROPEAN DRY GOODS, ETC. On Monday morning, November 55, at 16 o'clock, on four months' credit, about 800 lots of French, India, German, and British Dry Goods. LI 19 51

J. M. GUMMEY & SONS, AUCTIONEERS, No. 506 WALNUT Street.

No. 608 WALNUT Street.
 Hold Regular Sales of REAL ESTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANGE.
 Handbills of each property issued separately.
 1000 catalogues publikaed and circulated, containing full descriptions of property to be sold, as also a par-ticl list of property contained in our Least Estate Re-gister, and offered at private sale.
 Bales advertised daily in all the daily newspapers.h

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF A BARE AND VALUABLE PRIVATE

LIBRARY. We will sell, on Tuesday and Wednesday. November 19 and 20, commencing each day at 18 o'clock, the rare and valuable Frivate Library of a gentleman of this city, including works on biblio-graphy, history, poetry, drama, autiquities, illus-irated works, etc., together with rare and unique editors of the Greek and Latin classics privately privide works, etc., the chief portions in fine bind-ings by the best European and American binders. Now ready for examination. [11 18 25

Sale at Nos. 129 and 411 S. Fourth street. VERY SUPERIOR WALNUT HOUSEHOLD FUR-NITURE. Two Rosewood Plano Fortes. Fine French Plate Mirrons. very Superior Fire proof Bafe. Handsome China Dinner Bervice, Elegant Velvet, English and Tapestry Brussels Carpets, etc. etc. On Thursday Morning.

etc. etc. On Thursday Morning, At 9 o'clock, at the Auction Rooms, excellent Fur-niture, including very superior Walnut Parlor, Cham-ber, and Dining-room Furniture. [11 19 2t

LIPPINCOTT, SON & CO., AUCTIONEERS No. 280 MARKET Street, Philadelphia. (Premi-nock, Auctioneers.)

LARGE POSITIVE SALE OF 900 LOTS OF AMERI-CAN AND IMPORTED DRY GOODS, LINEN GOODS, HOSIKRY, HOOP SKIRTS. CORSETS, ETC., by catalogue, on foor months' credit, On Wednesday Morning. November 20, commencing at 10 o'clock, comprising a full line of most desirable and seasonable goods, suited to the city jobbing and country trade. [11 16 Sta

LARGE POSITIVE SPECIAL SALE OF HOLIDAY GOODS, Wax and China Dolls Toy Sets, Work Boxes, French Bags, French Purses, Pocket Wal-lets, etc. by catalogue, on four months' credit, On Wednesday Morning, Nov, 20, comprising a desirable assortment. [11 18 22

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

SALE OF FINE FURS FOR LADIES AND CHILDREN, SLEIGH ROBES, LAP BLANKETS.

CHILDREN, SLEIGH ROBES, LAP BLANKEFS, E1C. ETC. At 10 o'clock, at the suction store, No, 1110 Chesnut street, will be sold, an assortment of flue sable, ermine, sitch, Siberian squirrei, and other furs, muffs, capes, collars; skating caps, sleigh robes, lap biankets, etc. etc. [11 18 24

SALE OF A PRIVATE LIBRARY OF THEO-LOGICAL AND MISCELLANEOUS BOOKS.

Estate of the Late President Lincolu. Judge David Davis, administrator upon the estate of Abraham Lincoln, deceased, has made a final settlement of the estate, in the Probate Court of Sangamon county, Illinois. From the balance sheet it appears that, after

paying all debts, there remains the sum of \$110,295 91 to be divided among the three heirs, Mrs. Lincoln, Bob, and Tad—each of whom receives \$36,765'30.

It also appears from the schedule that the private debts of Mrs. Lincoln amount to \$38-31, which, subtracted from her share of the estate, leaves \$36,726'99. Congress voted to Mrs. Lincoln the remainder

of Abraham Lincoln's salary for one year, say \$20,000, and made her a gift of \$25,000 besides. So that the total amount of Mrs. Lincoln's per-sonal fortune (not including the \$40,000 worth of "gifts from her dear friends") is only \$81,726.90.

NEGRO JOURNALIEM IN AMERICA .- We learn from Trübner's Record that the Elevator, published at San Francisco, is edited by a colored man, and circulates 2300 copies. The Pacific Appeal is published by colored men. The New Orleans Tribune, published daily and weekly, is managed and edited by men of color, and circulates about 10,000 of each issue. The True Communicator, recently suspended, but to be revived, was published at Baltimore, and had for its editor George T. Cook, a col-ored man. Zion's Standard and Weekly Review, published at New York, edited by William Howard Day (colored), circulates 4000 copies, has all its literary and mechanical work done by colored people. The Christian Recorder, Philadelphia, published by the African Methodist Episcopal Church, and edited by Rev. James Lynch, a man of color, circulates 5000. The People's Journal, Brocklyn, edited and printed by a colored man, circulation 2000, and the Freedmen's Torchlight, are both published by the African Colonization Society. The Colored Citisen, issued at Cincinnati, Ohio, circulates 2400 copies, and is under the entire control of colored men.

-If a Colt's pistol has six barrels, how many barrels ought a horse pistol to have?

-The lecture season is near. Domestic lectures began some time since.

-Gross people are to be severely avoided. but we see no reason why one who is a grocer may not be cultivated in a friendly way.

-What is the difference between a spendthrift and a feather bed !-- One is hard up, and the other is soft down.

-When a man is out of money he shows the least of it. When he is out of temper he shows the most of it.

ALL SERIES, CONVERTED INTO FIVE-TWENTIES. BONDS DELIVERED IMMEDIATELY. DE HAVEN & BROTHER NO. 40 S. THIRD STREET. 102 rp S. SECURITIES A SPECIALTY. SMITH, RANDOLPH & CO., BANKERS AND BROKERS. NO. 16 S. THIRDST., NO. 3 NASSAU ST., PHILADELPHIA. NEW YORK. Orders for Stocks and Gold executed in Philadelphia and New York. 111 **GOVERNMENT SALES.**

GOVERNMENT SALE. 血

Bureau of Refugees, Freedmen, and Abandoned Lands, Office A. A. Q. M. and D. O. State of Georgia, ATLANTA, Ga., Nov. 5, 1867. Will be sold at Auction, on the premises, at AUGUSTA, GEORGIA, NOV. 25, 1867, the Land and Buildings known as the AUGUSTA MACHINE WORKS AND LOT, together with

ACCUSTA, GECORGLA, NOV. 25, 1867, the Leand and Buildings known as the AUGUSTA MACHINE WORKS AND LOT, together with TWELVE CITY LOTS. This property consists of one tract of land, which the Augusta canal runs through disgonally, bounded north by D'Antignac street, east by Jackson street, south by Adams street, and west by Campbell street-the acquista canal runs through disgonally, bounded north by D'Antignac street, east by Jackson street, south by Adams street, and usets being acoust sk hun-dred and binety feel, and its eastern and western lines about three houdred and ninety-two feet, on which are situated one three-story brick building, 100 feet by do feet; one brick foundry, its feet by 52 feet, and several smaller buildings. Theven (11) city kis, situated on the south side of adams street, between Campbell and Jackson streets, designated in numbers on the plan of the city of Au-streat, made by William Philips, as 17, 19, 21, 18, 20, 21, 25, 24, 25, and 22. The triangular let of 152 feet front, on the south side of Fet wick street, between the Augusta canal and "Hight's Foundry." The machine works, lot, and buildings will be sold together, the city lots separately. The alchemond Connty Academy, Teilar street. For further particulars in regard to the grounds of the Richmond Connty Academy, Teilar street. For further particulars in regard to this property, income context of Green and Jackson streets, Au-sura, Georgia, where the plans of the property can be seen. Terms cash for all the property except the machine

Toria, Georgia, where the property except the machine works and lot one haif of which will be required cash, and the balance in four months. Sale to commence at 11 o'clock A. M. C. T. WATSON, A. A. Q. M. and D. O. H 11 154 Burgau R., F., and A. L.

GEORGE PLOWMAN. OARPENTER AND BUILDER

REMOVED

To No. 134 DOCK Street, 314

PHILADELPHIA

 Saturday, at the Ticket Office, at THIRTEENTH and CALLOWHILL Stream. EREIGHT.
 Geo's of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.
 Eneve Philadelphia duly at 5'30 A. M., 12'45 noon, and 6 F. M., for Reading, Lebanon, Harrisburg, Potts-ville, 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'sP. M. DENNSYLVANIA CONTRAL RAILROAD

PENNSYLVANIA C.GNTRAL RAILROAD WINTER TIME, TAKING EFFECT OCT. 15, 1867. The trains of the Fennsylvania Central Railroad leave the Depot, as THIRTY-FIRST and MARKET Streets, which is reached d. recily by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut 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. Steeping Car Tickets can be h d on application at the Ticket office. N. W. cor. Ninth and Chesnut streets, and at the Depot.

and at the Depot. Agents of the Union Transfer C oppany will call for and callver bagges at the Dopot. Orders left at No. 116 Market street. No. 116 Market street, or No. 1 S. Eleventh street will receive attention. TRAINE LEAVE DEP T. VIZ.-Mail Train. Fast Line and Erie Express....... Paoli A commodation. No. 1....... Harrisburg Accommodation....... 8°00 A. M. 12'00 M. 1'00 P. M. 1'00 P. M. 2'30 P. M. 4'00 P. M. 8'46 P. M. 1'15 P. M. 1'10 P. M. 1'00 P. M. 1'00 P. M. Lancaster Accommodation..... Parkenburg Train... Western Accommodation Train... Western Accommodation Trail Eric Mail Uncionall Express. Philadelphia Express. Paoli Accommodation, No. 2...

Paoli Accommodation, No. 2000, 1120 P. M. Accommodation Erie Mail leaves daily, except Sainrday. Philadelphis Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 500 P. M., at No, 116 Market street. TRAINS ARRIVE AT DEPOT. VIZ.

ļ	Cincinnati Express	140.	Δ.	3	
	Philadelphia Express.	7.10	А.	1	
	Paol Accommodation, No. 1	8-20	A.	ā	
l	Erie Mall	0.02	Λ_{+}	1	
ł	Fast Line	9.02	\mathbf{A}_{i}	į,	
ł	Parkenburg Train				
I	Lancaster Train	1.10	P.	1	
I	Frie Express	1:10	p	8	

6'20 P. M. 7'10 P. M. 9'50 P. M. odation, No. 2.,

ntract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

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Rum.
Night Express at 1100 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Satury days excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seatord, Salisbury, Princess Anne, and connecting at Cristicial with Boat for Fortress Monroe, Norfolk, Portamouth, and the South.
Passergers for Fortress Monroe and Norfolk, via Baltmore, will take the 12 M. Train. Via Cristicial with Boat for Fortress Monroe, Norfolk, Portamouth, and the South.
Passergers for Fortress Monroe and Norfolk, via Baltmore, will take the 12 M. Train. Via Cristicial with the South.
M. The 4 50 P. M. Train.
Teave Philadelphin at 1:30, 4:30, 6:00, and 1:30 (daily) M. The 4:50 P. M. Train connects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train connects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train connects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train connects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Railroad for Milford and Intermediate stations. The 50 P. M. Train consects with Delaware Rail at the static station of the static stat

Edgewater, Biverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3 20, 6, and 11 30 P. M., for Fish

The 1 and 11:30 P. M. Lines leave from Market Street

Ferry, upper side. LINES FROM KENSINGTON DEPOT

LINES FROM KENSINGTON DEPOT Will leave as follows:-At 11 A. M., 4%0 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines. Fare, §3. At 8 10/15 and 11 A. M., 2%0, 5%0, 4%0, 5, and 12 P. M., for Trenton and Br'stol.

for Trenton and Bristol. At 8 and 10/15 A. M., 2'80, 5, and 12 P. M., for Morris-ville and Tallytown.

At 8 and 10'J A. M., 2'30, 5, and 12 P. M., for Morris-At 8 and 10'J A. M., 2'30, 4'30, 5, and 12 P. M., for ichenck's.

Schenck's, At 10:15 A, M., 2:30, and 5 P. M., for Eddington, At 7:30 and 10:15 A, M., 2:30, 4, 5, 6, and 12 P. M., for Cornweil's, Torresdale, Holmesburg, Tacony, Wissi-noming, Bridesburg, and Frankford, and at 5 P. M., for Holmesburg, and intermediate stations, BELVIDERF, DELAWARE RAILHOAD, LINES, BELVIDERF, DELAWARE RAILHOAD, LINES,

From Kensington Depot. From Kensington Depot. At 8 A. M. for Niagara Falla, Buffalo, Dunkirk, Oanandaigua, Elmira, Ilbaca, Owege, Roccaenter, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkenbarre, Egranton, Stroudsburg, Water At 8 A. M. and 3'80 P. M., for Helvidere, Easton.

Lamberiville, Flemington, etc. The 355, 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 Connect-ing Railway, will leave as follows:— At 900 A. M., and 120 and 620 P. M., Washington and New York Express Lines, via Jerney City. Fare,

The 9 A. M. and 6:30 P. M. Lines will run daily. All

October 25, 1897. WM. H. GATZMEB, Agent.

PHILADELPHIA AND ERIE BAILBOAD .-

WINTER TIME TABLE, Through and direct route between Philadeiphia, Baltimore, Harrisburg, Williamaport, and the Great Oil Region of Pennaylvania. FLEGANT SLEEPING CARS on all Night Trains. On and sher MONDAY, October 14, 1857, the trains on the Philadeiphia and Erie Ballroad will run ag followa:-

845 P. M. 845 P. M. 1200 noon, 845 P. M. 945 A. M. 800 A. M. 800 A. M. 800 A. M. 745 P. M.

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CAMDEN AND BURLINGTON COUNTY RAILKOAD,-On and after THURSDAY, Nov. 14, 1867, trains will leave from foot of MARKET Street (upper ferry), for Merchantville, Moorestown, Hart-ford, Masconville, Halussport, Mount Holly, Smith wille, Evansville, Vincentown, Birmingham, and Pemberton, at 10 20 A. M. and 4 20 P. M. ME. Holly, "T 42 " 254 " Ms. Holly, "T 42 " 254 " Ms. Holly, "T 42 " 254 " Ms. Holly, "T 42 " 254 " On Thursday afternoon. At 3 o'clock, at the anction store, No. 1110 Chesnut street, will be sold, the library of a deceased clorgy-ran, computsing a large collection of Theological and Miscellaneous Books. Catalogues are ready for dis-t ibution at the anction store. 1. 19 25 PAPER HANGINGS, ETC. PAPER HANGINGS. SHIPPING PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STRAMSHIP AND SAILING PAUKET. AT REDUCED RATES. ORAFTS AVAILABLE TH ROUGHOUT ENGLASSI IRELAND, SCOTLAND, AND WALES. NEW ESTABLISHMENT. E. COBNER OF TENTH AND WALNUT. J. C. FINN & SONS TAPSCOTTS, BROTHERS & CO. TAPSCOTTS, BROTHERS & CO. No. 36 SOUTH Street, and No. 23 BROADWAY, 11 Or to THOS. T. SEARLE, No. 217 WALNUT flave opened with an extensive assoriment of DECC-RATIVE and PLAIN WALL PAPERS, embracing 11 Or to THOS. T. SEARLE, No. 217 WALNUT PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. AND NORFOLK STEAMSHIP LINE. THROUGH AIR LINE TO THE SOUTH AND WEST THROUGH RECKIPTS TO NEWBERN. And so all points in North and South Carolins, vis schoard and Roanoke Hailroad, and to Lynchburg Va., Tencessee and the West, vis Norfolk, Peters burg, South-side Hailroad, and Richmond and Dan. Wile Hailroad. The regularity, safety and cheapness of this rome and to the public as the most desirable and for carrying every description of freight. No charge for commission, drayage, or any expenses of trataler. The received daily. WILLIAM P. CLYDE & CO. No North and South WHARVES. W. P. PORTRER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk. 61 every quality to suit all tastes. FURNISHING GOODS, SHIRTS, &C. MERINO UNDERWEAR IN GREAT VA-HOFMANN'S HOSIERY STORE. HOFMANN'S HOSIERY STOR Merino Underwear for Gents. Merino Underwear for Youlia, Merino Underwear for Infanta, Merino Underwear for Ladies. Merino Hose for Ladies. Merino Hose for Misaco. Merino Hose for Misaco. Merino Hose for Misaco. Merino Hose for Misaco. Merino Hose for Gents. Ali-wool Shiris, carlet, for Gents. Ali-wool Shiris, carlet, for Gents. Ali-wool Shiris, ciue mixed. Ali-wool Shiris, fore mixed. T. P. CROWELL & CO., Agents at Norfolk. 61 All the above, of superior qualities, for sale at POLY.-DAILY LINE FOR BALTI MORE, via Chesapeake and Dela HOFMARN'S HOSIERY STORE. 35 tuths] No. 9 North EIGHTH Street, MORE, via Chesapeake and Dein ware Canal. Philadelphia and Balsimore Union Steamboat Com-many, daily at 5 o'clock P. M. The Steamers of this line are now plying regularly oetween this port and Baltimore, leaving the Pier No. 2 N. Delaware avenue, above Market street daily jat 2 o'clock P. M. (Sundays excepted). Carrying all description of Freight as low as any other line. Freight handled with great care. delivered promptly, and forwarded to all points beyond the complity, and forwarded to all points beyond the earning free of commission. Particular attention raid to the transportation of all description of Merchandise, Horsee, Carriages etc. etc. J. W. SCOTT & CO. SHIRT MANUFACTURERS, AND DEALERS IN MEN'S FURNISHING GOODS NO. 514 CHESNUT STREET. FOUR DOORS BELOW THE "CONTINENTAL. 5 mpp

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PATENT SHOULDER-SEAM elc. etc. Fur further information apply to JOHN D. RUOFF, Agent, 5 161 No. 18 N. DELAWARE Avenue. L SHIRT NANUFACTORY, AND GENTLEREN'S FURNIARING STORM

PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WIN CHESTER & CO., 111 A., 766 CHESNUT Street.

PHILADRIPHIA.

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DEPARTMENT OF THE INTERIOR.

UNITED STATES PATENT OFFICE,

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GARDNER & FLEMING.

COACH MAKERS,

NO. 314 BOUTH FIFTH STREET.

New and Second-hand Carriages for sale. Par

Henly r attention paid to repairing 80 m