### ART NOTES.

Church has a new Niagara. Almost everybody rightfully thought the old one was well up to nature herself, but the new one is next to it. The painting is now on exhibition in Boston. Baturally the name of Church attracts very many visitors. What is better the visitors are greatly gratified. Church has made a very great. success. This he is in the nabit of doing, but he rarely has to struggle with so much difficulty as in this case. To paint Ningars on the move, and partly in a cloud, as it were, requires a degree of skill and insight which calls for the touch of genius. And this it is precisely that stands out from the canvass. There is the foam, the spray, the flowing volume the cloudy mist, the rock, the tree, foliage, and other elements which go to make up the picture. Of all who have attempted the ethereal aspect, if we may so express it, of the Fails, Mr. Church has not only succeeded the Fails, Mr. Church has not only succeeded the best, but is about the only artist that has succeeded at all. Others have given us the ponderous water, the plunge, the turnult and all that, which is boy's play; but here we have the essence of the thing. The ephemeral and everchanging phases that have hitherto eluded others, are now fixed by Church. In short, the painting is a reproduction of the Falls. Very possibly at the first sight this painting will not amaze the multitude, but to those who go to the canvas quietly and studiously, it will open a vast revelation of beauty. It is a work to be analyzed revelation of beauty. It is a work to be analyzed and pendered. This done its beauties will bloom out in all the wealth that pertains to the fidelity of nature. At an early day we shall endeavor to inform our readers more in detail of the painting. In the meantime we hope they will visit the room and see it for themselves. —The private view of the Royal Birmingham

Society of Artists was recently held in that city. The collection of pictures is large and there are some good specimens of sculpture. The pictures include some productions of the most famous include some productions of the most famous British artists, among which are the following:

—"Lady Jane Grey in the Tower" by W. F. Yesmes, A. B. A.; "Herod's Birthday Feast," by E. Armitage; "Margaret of Anjou Intrusting her Son to the Robber," by C. Lucy; "The Steep of Dencan," by C. D. Maclise; "Renti Day in the Wilderness," by Sir E. Landseer; "The First Born," by H. O'Nelle; "The Restoration. 29th of May, 1653," by A. B. Clay; "Jonathan's Token to David," by F. Leighton; "Opnelia," by E. C. Barnes; "The Tuilleries, 20th of June, 1792," by A. Elmore; "Before Waterloo," by Harry O'Neile; "Sheep on a Moorland Road," by W. H. Vernon etc. Also a marble statue of Sir Rowland Hill, by Peter Hollins, to be erected in Birmingham by public subscription, in recogni-Birmingham by public subscription, in recogni-tion of his eminent services in connection with the postal system.

#### MUSICAL NOTES.

-At Niblo's Barbe B oue has been a grand success, as crowded houses show. On Saturday it was given in Brooklyn at a matinee, and is thus Barbe B eue matinee took place at the Brooklyn Academy of Music on Saturday. Notwithstanding the intense heat and its consequent dis-comforts, the building was well filled, and the audience—well, we can barely say appreciative. The proverbial calmiess of Brooklyn opera-goers was once more con-spicuous, though Irma looked and sang in a manuer which elsewhere would have excited the wildest enthusiasm. During the entire first act a holy hush sat upon the audience. It was consolate sort of silence, as if they doubted the propriety of doing anything at all but sit still. To Au ac is the honor due of starting them into a comprehension of the treat before them. His rollicking, impulsive acting and clear musical voice broke the ice, and after that until the of the opera the applause was frequently and judiciously bestowed. All the characters were well sustained, though we missed much of that charming by play which is one of Mad'lie Irma's most irresistible features."

-Miss Clara Louise Kellogg arrived in New York on Tuesday morning in the steamship Russia, from her brilliant and successful tour in Europe, accompanied by her parents and servant. On the arrival of Miss Keliogg and party, they proceeded to the Westminster Hotel, where soon after she was warmly welcomed by many of her riends, who congratulated her upon her safe return. In the evening Mr. James McHenry, one of the principal officers of the Atlantic and Great Western Railroad, who had accompanied Miss Kellogg and party on the steamer to New York, gave a private dinner in her bonor at the Westminster Hotel. Mr. McHenry presided. The party was very select. Among the few guests were Mr. and Mrs. Kellogg, Mr. H. G. Stebbins, wife, and son, and Mr. E. Cunard, of the British Steamship Comrany. The affair was a very pleasant one, and lasted until a late hour. At the conclusion of the dinner Miss Kellogg and her parents departed for home in Fifth avenue.

—Mr. Grau has the French Theatre, in New

York, almost in order, and his artists are on the ocean wave. His new scenery is painted in Paris. Among the artists now en route to New York for Mr. Grau's company, are Madame Rose Bell, Miles. Maria Desclauzas and Fontanel. The tenor, baritone, and basso lists are filled by MM. Carrier, Beckers, Gabel, Goby, Bourgota, Bataille, Emile Petit, and Paul Mussay. Mr Stoepel will have the musical direction of the performances which Mr. Grau now proposes to inaugurate on the 5th of October.

-Mr. Bateman's travelling opera bouffe com-

pany have opened in Chicago with great success. Man'lle Tostee sustains the role of the tair but fickle "Helene;" Mad'lle Lambele assumes the tights, the riding whip, and the Tsing-la-la of the jolly "Orestes," with M. Decre playing the part of the unconscionable "Paris." La Belie Belene will be followed by the Duchess, which in turn will be ousted from the boards by Barbe Bleue. All this will occupy two weeks, and will probably satisfy the gay Chicagoans for a year at least.
—Madame Amalia Patti Strakosch is to appear

in opera in Paris this winter. Some of the American papers speak of her as a new discovery. As Mad'lle Patti she sang at Castle Garden in 1850 with the Havana troupe, and there has hardly been a year since when she has not appeared in opera in this and other cities. She formerly had great celebrity in the contralto parts in Lucrezia, Don Giovanni, and other operas, and she has still a fine voice.

—Barbe Bieue will be played only three weeks more at Niblo's. Mr. Bateman has returned from his tour, and his son has gone to take command of the forces engaged in the

# DRAMATIC NOTES.

-At Wood's Museum and Metropolitan The-atre, New York, Miss Maggie Mitchell is playing Lorle every evening, and the Galtons appear in

English buffo opera every afternoon.

—At Bryant's Minstrels, New York, there is a new borlesque this week. Lucrezia Borgia is honored this time. Eugene takes the title role. Dempster is "Gennaro." Nelse Seymour is the murderous "juke," the green eyed lobster. Unsworth is the "Orsini," a colored "Mofilo," who sings drinking songs and puts "Gennaro" up to mischief. There are three acenes in the piece-Venice, the Interior of the Ducal Palace, and the Grand Banqueting Hall, where the con-spiracy culminate. The music is followed and

the dialogue is tortured.

- 'A Flash of Lightning" was reproduced for the second time in Brooklyn at the Park theatre on Tuesday evening, before a numerous and appreciative audience, with thrilling effect. Mr. W. Harris as Jack P. deep. W. Harris as Jack Ryder, S. C. Little as Skiffley and F. Chippendale were admirable in their respective characters, as was also C. Barroughs, who took the part of Fred Chauncey. Miss Florence Noble made her first accerance as Bessie Falon, and well merited the liberal share of applause bestowed upon her impersonation thereof. Viola Crocker as Rose Falon and Mrs. Yeamans as the irrepressible Mrs. Dowderry were excellent. The properties and stage appointments are very fine, and the piece is put upon the boards in fine style.

-Mrs. D. P. Bowers is delighting the San Franciscans with savory slices of tragedy and

highly flavored sensational dramas. "Antony and Cleopaira" now go hand in hand with the 'Belle of the Fanbourg" and "Meg Merrilles," while "Natalie, or the Death Barge of the Loire" serves at times to float our charming and popular setress plea antly upon the sunny

-Edwin Booth commenced a short season at

the National, Cincinnati, on Monday evening, appearing as Ham'es, with the accomplished Miss Blanche De Bar as Ophelia. 

—Sooty Pittsburg is waking up. It is enjoy-

ing itself at present with a varieties theatre, a purior menagerie, and a wonderful magician, who distributes among his audience genuine twenty dollar gold pieces every night.

-Mr. E. L. Davenport's engagement at the Salt Lake City Theatre has been very remunerative. He is now on his way home to Massachusetts by "staze" over the Plains: but intends returning to San Francisco about the latter part of October, where he is to assume full charge of the business department of the Metropolitan

-Mr. James Taylor, the "Champion Comique" of England, is delighting the "Hubites" at the Theatre Comique, Boston, with his inimitable

personations.

—The Great Western Circus, with its acrobats, -The Great Western Circus, with its acrobats, clowns, and bareback riders, will open its tent for the admission of the public to-day, in New York. The "show" will be given on the corner of Broadway and Forty-second street, and will remain in that city but a few days.

It is announced that a new drama by Mr. Lester Wallack is at research and will research will be a constant.

 It is announced that a new drama by Mr.
 Lester Wallack is at present in active rehearsal at Wood's Museum, Chicago. The title of the piece has not yet been made public.
 Miss Jennie Benson, now performing at the Varieties Theatre, Pittsburg, challenges any female dancer in the world, for \$1000 a side, to dance a clog dance with her.

-Ristori, in a Turin paper, finds fault with the citizens of the United States.

-This is the last week of that incomprehen-sible and highly-flavored drama, Foul Play, in Foul Play, in New York, Boston, and Philadelphia.

## THE HISTORY OF CHEMUNG VALLEY. Adventures of the Colonists-Coopers-town-Red Jacket.

An interesting pamphlet entitled "An Histori" call sketch of Chemung Valley, etc., by T. Napoleon Cheney," has been published at Watkins, in this State, the author's residence. It gives an account of the early settlement of that beautiful region, with such notices of its history before it was occupied by the white race as can be gathered from the records of the French and English expeditions and explorations of the country, and from its first colonization by the whites brings down the narrative to the present day. Dr. Cheney has shown great research in

gathering materials for his work, and has col-lec ed a mass of information which has enabled him to construct a parrative more capable of fixing the attention of the general reader than such local histories commonly are. Yet let us not speak disrespectfully of local histories. Some writers have earned great fame in writing them. Camden's Britannia is wholly composed of special histories of the different counties of Great Britain, and is read yet with interest. The annals of the Chemung Valley, during the first twenty or thirty years of its occupation by a civilized race, were exceedingly eventful, and the adventures of some of its hardy colonists are full of interest. We copy the narrative of

"Colonel Campbell returned, with his family, to Cherry Valley in the spring of 1784, and to-wards the close of summer ne constructed a loghouse on his farm, as a place of residence. Soon after he had moved into the log dwelling—for on his first return to the valley he had hastily put up a rude cabin in which the family lived until he more substantial log building was erectedhe received information that General Washing ton designed and would ere long make a journey through Cherry Valley, etc. Colonel Campbell received the visit of the illustrious Washington, who was accompanied by Governor George Clinwho was accompanied by Governor George Clinton, General Hand, etc., within the log house which he had recently built, and the distinguished guests of this worthy family were here entertained as well, and with far more generous and cordial feeling, than they would have been in any palace amid the courts of Europe. Governor Cunton sent for a Mr. Robert Shankland, who was a resident of the vicinity, and had been distinguished in the times of the Revolution as one of most earnest and daring putriots along the frontier, and the bold borderer soon came and is need. tier, and the bold borderer soon came and joined in the pleasant diversions of the party. When Cherry Valley was attacked by the Indians, and destroyed, Mr. Shankland's house, which was situated in a remote part of the settlement, escaped the devastation that awaited all the buildings within the village; Mr. Shankland fled, with his family, to the Mohawk Valley, but returned in the ensuing year with a son, Thomas Shankland, then fourteen years of age, to his former home. Soon after he had resumed residence in his house, the Indians made an attack upon it, but he bravely and successfully defended this temporary fortress against the a sault of the savages. The Indians then brought combustible materials and placed them about the house, and then applied fire; the building was soon completely enveloped in flames; in the meanwhile his son had jumped out of a window and fled towards the woods, but was captured by the Indians, who surrounded the crumbling domicile upon every side. Mr. Shankland effected a successful escape. this time, during the visit made by General Washington, the patriotic and fearless borderer was requested to give a narrative of his exploits while engaged in these partisan conflicts—and which he accordingly did—contributing by his narrative much to the enjoyment of the party. During the visit of General Washington, a gun to which attached much interest in connection with reminiscences of the Revolutionary struggle, was exhibited to the party. This gun belonged to Mr. Joseph Mayall, a patriot residing at Laurens (now included as one of the towns of Otsego county). Mr. Mayall had once, while returning from a hunting excursion, met with a party of three men whom he undertook, at their request, to pilot across the Susquehanna river, when, taking advantage of his situation while thus engaged in guiding the boat over the stream, they took possession of his gun, and removed the lock from it, then informed him that he must go to Canada as their prisoner.

panions in this journey with interest. While General Washington and his party were staying here, Governor Clinton incidentally inquired of Mrs. Campbell in regard to the number of her children, and upon informing him how many she had, the Governor added in reply, 'They will make the soldiers in time,' and in answer to this remark. Mrs. Campbell said that 'she hoped her country would never need their services; when General Washington made the concluding remark. I hope so, too, madame; for I have seen enough of war." The pamphlet contains a particular account of the settlement of Cooperstown, with anecdotes of Judge Cooper, the father of Fenimore Cooper,

The patriot remonstrated, but without avail, and embracing a favorable opportunity he seized his

gun, with which he struck and killed one of the

party, then discharged his piece and wounded another of the enemy, and made his escape from the other loyalist. This gun had been kept as a memento of this conflict; it had been much shattered in the encounter, and it was now

lewed by General Washington and his com-

and of his eminent son. Talleyrand, it seems, while in exile, was a visitor to this place, and here the wily diplomatist, then in his early manhood, amused himself with such light tasks as celebrating young ladies in acrostics:— "This place has also been visited at various times by other distinguished gentlemen. Talleyrand, the eminent diplomatist, during his sciourn in our country, had passed a number of days in the village of Cooperstown, making his home, whilst here, beneath the hospitable roof of Judge Cooper. An acrostic, written to Miss

Anna Cooper, and which was inserted in the Otsego Herald of October 2, 1795, has been ascribed to the facile pen of the accomplished French diplomatist. This verse commenced as follows:i"'Amiable philosophe, an printems du son age," "It may be mentioned that Miss Cooper, to whom these lines were addressed, was killed in falling from a horse in the town of Butternuts, on the 18th of September, 1800; and her funeral sermon was preached by Rev. D. Nash, and she was buried in accordance with the rites of the Protestant Episcopal Church, then for the first time performed in the village of Cooperatown. It is said that Talleyrand was much delighted with his visit here, in the midst of the quiet and remantic scenery of the Otsezo Lake, and ming-

con parison with the aristocracy of the proud The Indian chief Red Jacket was a native of

ling in society which might challenge favorable

this region, and the following curious particu-lais are related concerning him. He adopted, it seems, the method of Demosthenes in preparing himself to declaim in the presence of a

paring films if to declaim in the presence of a crowd; he exercised his voice amid the roar of waters, and this without probably ever having heard of the Greek orator;—

'I will here make an extract from a manuscript of the late Hon. Thomas Maxwell, who had held the rank and exercised the authority of a Sachem among the Senegas, in which he thus refers to Bed Jacket, etc.:—'The once haughty Iroquois has withdrawn to a quiet spot on the western skirts of his lordly netringer. on the western skirts of his lordly patrimony. He no longer, as in the days of his power, holds the clive-branch in one hand and the tomahawk in the other, to sway the decisions of councils. They have produced many dis-tingished men. Among these none were more eminent than the celebrated Red Jacket. He exhibited great powers of oratory at the treaty, held by Colonel Pickering, at New-town Point in 1791. Red Jacket, who had always opposed all attempts to civilize or Christianize the tribes, exhibited on this occasion his greatest powers of mind in opposition to the proposals of the Government; and the result was they were only accepted by Cornplanter's tribe. In a conversation held with Red Jacket at Bath in 1828 he informed me that when a child he was present at a great council are of the tribes at Shenandoah, in Virginia. The various nations were represented by their most distinguished orators, but the their most distinguished orators, but the greatest among them was Logan, a Cayuga, who had removed from his residence on the Cayuga to Shamokin, on the Susquehanna Red Jacket remarked that he was so highly delighted with Logan's eloquence that he resolved to devote himself to public speaking, and to follow Logan as his model. He said that he was in the habit of speaking in the woods when he could find a waterfall, where he exercised his voice amid the roaring waters, to acquire the necessary com-mand and tone to address large assemblies. One of his favorite resorts for this purpose was the magnificent waterfall of Havana. of the stream was She-qua-gah, or, as he interpreted it, 'the place of the roaring waters.' waterfall seems to have been his peculiar inspi-ration. In early life the beautiful She-qua-gah, and in his mature years the mighty Ne auga-rah )I give his own pronunciation), were his favorite haunts."

#### Road Making by Steam.

A London paper says:—"Last year we called attention to the rapidity with which the roads in St. James' Park were being formed by the aid of a powerful steam roller. Our readers have now an opportunity of seeing the process in operation upon an improved plan in the same place, and some of the metropolitan parochial authorities may study the system with advantage. The road is first prepared by being loosened with pickaxes, then covered with the ordinary broken granite; above this a dressing of sand is laid; the whole is then well watered. At four o clock each morning an immense roller is propelled by steam, and moved slowly over the prepared surface. It exerts a pressure of 28 tons, and the result is that in an unusually short time a firm and compact macademized road is formed so smoothly that the lightest vehicles may be immediately driven over it without fear of injuring the springs. The engine works almost without noise, and appears to consume nearly all its own smoke. It has the appearance of a large railway break van. The work is continued daily from four A. M. to four P. M., and excites considerable interest. It is a pity that something is not done to improve the footpaths in this park. They are in a disgraceful condition, especially that portion between Buckingham and Marlborough gates. The slightest storm turns it into a muddy swamp, and in dry weather the rough stones are very trying to epdestrians."

### PROPOSALS.

DROPOSALS FOR CORN AND OATS. HEADQUARTERS DISTRICT OF THE INDIAN

TERRITORY CRIEF QUARTERS AND THE INDIAN

TERRITORY CRIEF QUARTERMATER'S

OFFICE, PORT GIRSON, C. N. August 22, 1868.)

Feeled Proposals in duplicate will be received at this Office until noon on MONDAY, the 6.n day of October, 1868, for furnishing the Quartermaster's Department with supplies, to be delivered as forlows:— FORT GIBSON, Cherokee Nation, 10,600 bushels of FORT ARBUCKLE, Chickasaw Nation, 20,000 FORT ARBUCKLE Chickesew Na ion, 5000 bushels of Cars.

All bids to furnish the above must be for sound merchanishle Corn or Cars, subject to the inspection of the officer or sgent of the United States receiving of the officer or agent of the United States receiving the same.

Proposals must in all cas\*s specify the kind and quantily of Corn or Oats the bidder desires to furnish, whether in sacks or bulk.

Kach bid must be accompanied by a good and sufficient guarantee from two responsible parties setting forth that in the event of its acceptance, they will give ample security for the faithful performance of the same.

he same.
The right to reject any or all bids that may be offered a reserved.
Proposals must be plainly indorsed "Proposals for Norm." or "Proposals for Outs." as the case may be, and addressed to the undersigned at Fort Gibson, "N. C. N.

Payment to be made in Government fonds on delivery of the Corn or Oats, or as soon thereafter as
funds shall have been received for that purpose.

Delivery to commence on or before Nov. 1 18-8, and
to continue at a rate of not less than 3000 bushels per
month until the contract is filled.

By order of

By order of
Brevet Major General B. H. GRIERSON.
A. F. Rockwith, Brevet Lieut. Col., A. Q. M. U. S. A.
Ch'ef Q. M. District Indian Territory.
94t03 OFFICE CHIEF QUARTERMASTER.

DEPARTMENT OF LOUISIANA,

NEW OBLEANS, La., Sept. 7, 1888

Sealed Proposals are invited and with be received at this Office until 12 M., THURSDAY, the 22th of September, 1868, for the furnishing and construction or an iron fence around the National Cemetery at Chalmetto Ls. (near New Orleans).

Said fence will be 5124 feet long. Foundation Blocks for the railing to be of concrete, imbedded two feet in the earth; cimerstons, 24x18x18

Plans and specifications can be seen at the Office of the Quartermaster. General U. S. A., Washington, D. C.; at Office of Depot Quartermaster, New York city; at Office of Depot Quartermaster, Philadelphia, Pa., and at this Office.

The ability of the bidder to fulfill his agreement must be guaranteed by two responsible persons.

No his will be entertained from any party who has bitherto failed in his engagements with any branch of this Government.

Bids will be opened at time above named, and bid.

of this Government.

Bids will be opened at time above named, and bidders are invited to be present.

The United States reserves the right to reject any or all bids. Proposals must be indersed "Proposals for fence at Chain etto Cemetery," and addressed to the under-By order of the Quartermaster-General U. S. A. CHARLES H. TOMPKINS,

Brevet Brig.-Gen, and Chief Quartermaster, \$12 % Department of Louisiana.

PROPOSALS FOR SUPPLIES. HEALQUARTERS FIRST MILITARY DISTRICT
OFFICE CRIEF COMM. SSARY OF SURSISTERCES
RICEMOND. VA., Sep'ember 1s, 1858.
Sealed Proposals will be received at this office until
12 o'clock M. on MONDAY, the 21st instant, for Sup
plying the United States Sub-istence Department with
twelve thousand five hundred (12,500) pounds of Brown
Sugars, in good, sound barrels; one thousand two husdred (1200) pounds of Adamantine Candies, (6's or
12's) full weight, in strong boxes strapped with
hickory; four thousand (40.0) pounds of Common
Brown Soap (2 lb, bars) in strong boxes strapped with
hickory; four hundred and twenty (420) gallons of
Molarsea, in barrels.
Each preposal must be accompanied by a sample of
the srticles offered. The above supplies to be deinvered in good shipping order at the United States
subsistence Depot, Etchmond Va., on or before the
25th instant sufject to the inspection of the undersigned. Further particulars obtained by application
at this office.
Payment will be made mon the delivery and acaigned. White parade upon the delivery and ac-tries office. Payment will be made upon the delivery and ac-ceptance of the supplies.

By order of Brevet Major-General A. B. Eaton, C. G. S. U.S. A.

Brevet Major and Chief C. S. First Military Dis-trict.

9 17 26

# LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JAMES T. CALLENDER, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of ELIZA P. BARTMAN, Administratrix of the estate of JAMES T. CALLEN-1's. B., deceased, and to report distribution of the balance in the hands of the accountant, will meet the parites interested, for the purposes of his appointment, on TUREDAY, 22d September, 1888, at 11 A. M., at his office, No. 524 WALNUT Street, Philadelphia.

WILLIAM KNIGHT SHRYOUK,
9 16fbstu5t

W I L L I A M S, G B A N T,
COMMISSION MERCHANT,
Ne. 8 B. DELA WARE Avenue, Philadelphia,
AGENT FOR
Dupont's Gunpowder, Refined Nitre, Charcoal. Etc.
W. Baker & Co.'s Chocolate Cocos, and Brona.
Crocker, Bros. & Co.'s Yellow Metal Sheathing.
Bolts and Nails.

RAILROAD LINES.

PHADING BAILBOAD.—GREAT TRUNK
LINE from Philadeiphia to the interior of
Pennsylvania, the Schuyikili, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of
Passenger Trains, Monday, August 3, 1885, leaving the
Company's Depot, Thirteenth and Callowhill streets
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 7:30 A. M.
for Reading and all intermediate stations, and Alien
lown. or Reading and all intermediate stations, and Alien lown.

Returning, leaves Reading at 500 P. M., arriving in Philadelphia at 915 P. M.

MORNING EX PRESS.—At 8 15 A. M., for Reading Lebabon, Harrisburg, Pottsville, Pine Grove, Famaqua, Sunbury, Williamsport, Elmira, Rochester, Miagara Falls, Burfalo, Wilkeebarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the Easa Pennsylvania Rallroad trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Rallroad trains for Williamsport, Lock Haven, Elmira, etc., at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 500 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rallroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Pottslown at 645 A. M., stopping at intermediate stations: arrives in Philadelphia at 430 P. M., arrives in Pottstown at 646 P. M. arrives in Pottstown at 646 P. M. arrives in Pottstown at 640 P. M. arrives in Pottstown at Philadelphia at 4 30 P. M.; arrives in Potistown at 6 30 P. M.

READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 10 A. M.

Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 06 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 5 45 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 2 05 P. M. and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Atternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12 45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Bunday trains leave Fottsville at 4-10 A. M., and Philadelphia for Reading at 8-50 A. M., returning from Reading at 4-25 P. M.

OHESTER VALLEY RAILROAD.—Passengers for Downlogious and later was the later of the state in the state in

Philadelphia at 8:18 P. M.; leave Philadelphia for Reading at 6:50 A. M., returning from Reading at 4:28 P. M. Estrer Valley Railroad.—Passengers for Downlogiown and intermediate points take the 7:50 A. M., 11:45 and 4:30 P. M. trains from Philadelphia; returning from Downlogiown at 6:38 A. M., 100, and 5:45 P. M.

FERKIOMEN RAILROAD.—Passengers for Collegeville take 7:50 A. M. and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 8:77 A. M. and 1:49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A M., 6:00 and 6:00 P. M., passing Reading at 1:A M., 179 and 16:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central; Railroad Express Trains for Pittsburg, Chicago, Williams port, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 2 and 5:25 A. M., 9:35 P. M., passing Reading at 4:49 and 7:06 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:06 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Tamaqua at 8:35 A. M., and 2:15 and 4:35 P. M. SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6:46 11:30 A. M., and 6:40 P. M., for Pine P. M., for Pine Schuylkill AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7:55 A. M., for Pine HUYLKILL AND SUSQUEHANNA RAIL-SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M.

P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadaa.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced value.

rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Potistown Accommodation Trains at by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Superintendent, Reading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at 55256 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be fornished with Cards, enthing themselves and wives to tickets at hal) fare.

Excursion fickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trairs leave Philadelphia daily at 435 A. M., 1245 noon, 300, and 6 P. M., for Reading, Lebanon, Harrisborg, Pottaville, Port Clinton, and all points beyond. Maris close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principul stations only at 215 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot.
Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

Depot, Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLES, FOR SERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 34, 45, 6, 55, 610, 7, 8 9, 10, 11, 12 P, M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 3 4, 45, 6, 65, 7, 8, 8, 10, 11 P, M.
The 820 Lown Train, and 335 and 552 Up Trains will not stop on the Germantown Branch,
ON SUNDAYS,
Leave Philadelphia 95 A, M. 2, 7, 10% P, M.
Leave Germantown 83 A, M. 1, 6, 952 P, M.
CHESTNUT HILL RAILROAD,
Leave Philadelphia 3, 8, 10, 12, A, M., 2, 3%, 5%, 7, 9 and 11 P, M.
Leave Chestnut Hill 710, 8, 940, and 1110 A, M., 140 840, 540, 540, 340 and 1030 P, M.
Leave Chestnut Hill 7750 A, M., 1240, 540 and 925 P, M.
Leave Chestnut Hill 750 A, M., 1240, 540 and 925 P, M.
Leave Chestnut Hill 750 A, M., 1240, 540 and 925 P, M.

Leave Chestnut Hill 756 A. M., 1240, 540 and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 1165 A. M. 1%, 3, 4%, 6%, 864, 805 and 11% P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 1%, 2, 4%, 6%, and 8% P. M., 1230 and 715 P. M.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Philadelphia 6, 7%, 9, and 1165 A. 1%, 3, 4%, 5%, 6%, 8 65, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 1165 A. 1%, 3, 4%, 5%, 6%, 8 65, and 11% P. M.
Leave Manayunk 610, 7%, 820, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Depot, NINTH and GREEN Streets.

W EST CHESTER AND PHILADELPHIA
On and after MONDAY, April 18, 1868, Trains will On and after MONDAY, April 18, 1868, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7-15 A. M., 11 A.
M., 230 P. M., 475 P. M., 450 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia, from Depot on east Market street, at 6-15 A. M., 7-15 A. M., 7-20
A. M., 10-45 A. M., 155 P. M., 475 P. M., 6-55 P. M.
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5-36 P. M.
Trains leaving West Chester at 7-20 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only. Passengers to or from sixtion between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7-15 A. M., and going West will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junction.

Papert in Philadelphia is reached directly by tion.
The Depot in Philadelphia is reached directly by
the Chesnut and a Wallout street cars. Those of the
Market Street line run within one square. The
cars of both lines connect with each train upon its

cars of both lines connect with each train upon ha arrival.

ON SUNDAYS,
Leave Philadelphia at 8:00 A. M. and 2:00 P. M.
Leave West Chester at 7:4: A. M. and 8:00 P. M.
Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with Trains on P. & 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 case be responsible for an amount exceeding one nundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't.
Philadelphia, April 1st, 1863.

TREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connection. FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting haliroads, from Walnut street wharf.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Rallroads, forwarded at 12 c'clock Noon.

For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Rallroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A silp memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goeds.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
Philadelphia.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wikesbarre, Mahanoy City, Mount Carmel, Centralla, and all points on Lehigh Valley Railroad and its all points on Lengh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is epabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, Before 5 P. M., will reach Will-extuarre. Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day

[7 2] ELLIS CLARE, Agent. RAILROAD LINES.

NORTH PENNSTLVANIA RAILBOAD. THE MIDDLE ROUTE Shortest and most lired line to Bethleben, Easten, Allentown, Marco Chunk, Hasteton, White Haven, Wilkesbarre, Maisnoy City, Mount Carmel, Pittaton, Scranton, Carbonale, and all the points in the Lehigh and Wyoming loal Region. Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY
TRAINS—On and after MOIDAY, May 20, 1868.

Passenger Trains leave the New Depot, corner of
BERKS and AMERICAN streets, daily (Sundays excepted), as follows: epted), as follows:— At 6'45 A. M.—Accommodation for Fort Wash-

cepted), as follows:—
At 6'45 A. M.—Accommodation for Fort Washington.
At 7'45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsy vania scaliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroad for Easton, Alientown, Catasauqus. Slatington. Manch Chunk Weatherly, Jeanesville, Hazleten. White Haven, Wilkesbarre, Kingston, Pittson, and all points in Lehigh and Mahanoy Raliroad for Mananoy City; and with Catawissa Raliroad for Hupert, Dauville Milion, and Williamsport Arrive at Manch Chunk at 13'05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M.; Passengers by this train cau take the Leigh Valley Train, passing Bethlehem at 11'55 A. M. for Easton, and points on New Jersey Central Raliroad to New York.
At 8'45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove; Hatboro' and Hartsville, by this train, take Stage at Old York Road.
At 19'00 A. M.—Accommodation for Fort Washington, stopping at Intermediate Stations.
At 19'50 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Soranton, and all pionts in Mahanoy and Wyoming Coal Regions.
At 2'35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 3'15 P.M.—Lehigh and Susquenanna Express for Bethlehem, Easton, Allentown, Match Chunk, Wilkesbarre, and Scranton. Passengers for Geenville take this train to Quakertown, and for Sumneytown to North Wales.
At 6'15 P. M.—Accommodation for Doylestown, at 6'10 P. M.—Through accommodation for Bethlehem and all atations ou main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Lehigh and Busquehanna Evening Train for Easton. Allentown Mauch Chunk.
At 6'20 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN

At 11'30 P. M.—Accommodation for Fort Washington, TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9'00 and 11'05 A. M., 2'00 and 3'30 P. M.

11'05 A. M. and 2'00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1'45 P. M. connect at Bethlehem at 6'08 P. M., and arrive in Philadelphia at 5'30 P. M.

From Doylestown at 8'25 A. M., 8'00 and 7'00 P. M.

From Fort Washington at 9'30, 10'45 A. M., and '1 P. M.

Prom Fort Washington at 9-30, 10-45 A. M. and 1 P. M.

Philadelphia for Bethlehem at 9-30 A. M.

Philadelphia for Doylestown at 2-00 P. M.

Doylestown for Philadelphia at 7-00 A. M.

Bethlehem for Philadelphia at 4-30 P. M.

Fith and Sixth Streets Passenger Cars convey pa 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 sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

1868 - FOR NEW YORK - THE CAMDEN AND TRENTEN RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET At 5 80 A. M., via Camden and Amboy Accommo-At 8 A. M., via Camden and Jersey City Ex-At 5 P. M., for Amboy and intermediate stations.
At 5 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 3 P. M., for Freehold.
At 8 and 10 A. M., 2, 373 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30
P. M. for Bordentown, Burlington, Beverly, and

P. M. for Bordentown, Burilington, Beverly, and Delanco.
At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra, 2 P. M. for Riverton and 3:30 P. M. for Palmyra,
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Fish House.
The 1 and 11:30 P. M. Lines leave from Market Street Forry (upper side). The 1 and 11-20 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$3.

At 7 and 11 A. M., 220, 230, and 5 P. M. for Trenton and Bristol. And at 10-15 A. M. for Bristol.

At 7 and 11 A. M., 230, and 5 P. M. for Morriaville and Tullytown.

At 7 and 10-15 A. M., 230, and 5 P. M. for Schencks and Eddington.

At 7 and 10-15 A. M., 2-30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

Holmesburg and intermediate stations,

PROM WEST PHILADELPHIA DEPOT,

via Connecting Rallway,

At 9°30 A. M., 1°00 6°30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3°25,

At 1 A. M., Emigrant Line, Fare, \$2.

At 1°30 A. M. on Mondays only—New York Express
Line, Fare \$3°25. inc. Fare \$3.25. The 9.30 A. M., and 6.30 P. M. Lines will run daily. All others, Sundays excepted.
All others, Sundays excepted.
At 9:30 A. M., 1:00 6:30, and 12 P. M. for Trenton.
At 9:30 A. M., 6:30, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenek's, Eddington, Cornwells, Torrisdate, Hoimesburg, Tacony, Wisstnoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheanut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9'30 A. M., and 6'30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At 700 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 700 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 330 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M. 1, 3 3 , and 5 30 P. M., for Merchentsville, Moorestown. Hartford, Masonville, Hainsfort, Mount Holly, Smithville, Ewansville, Vincentown Birgaingham, and Pemberton.
At 7 A. M., I and 3 30 P. M., for Lewistown, Wrightstown. Cookstown, New Egypt, Hornerstown, Oream Ridge, Imitsystown. Sharon, and Hightstown.
September 14, 1868.

DENNSYLVANIA CENTRAL RAILROAD. ENESYLVANIA CENTRAL RAILROAD,

SUMMER TIME, TAKING EFFEUT SEPT. 13, 1868.

The trains of the Pennsylvania Ceatral Railroad leave the Depot, at ThiRTY-FIRST and Mark ET streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets tolry minutes before its departure. The Chesnut and Wainut Streets cars ron 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 had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut atteet, or No. 115 Market atreet, will receive attention. receive attention. LEAVE DEPOT, VIZ:-

| Mail Train | 8'90 A | 9'90 P. | Paoli Accommodation, 10'30 A. m., 1'00, and 9'00 P. | Fast Line | 11'40 A | Eric Express | 11'40 A | Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-
 Cinclunati Express
 145 A. M.

 Philiadelphia Express
 710 A. M.

 Paoli Accommodation
 .8'20 A. M.
 3'40 and 7'10 P. M.

 Erie Mali and Euffalo Express
 7 10 A. M.

 Parkesburg Train
 9'10 A. M.

 Fast Line
 9'85 A. M.

 Lancaster Train
 12'30 P. M.

Fast Line

Lancaster Train

Lancaster Train

Eric Express

5-10 P. M.

Eric Express

5-10 P. M.

Bay Express

5-10 P. M.

Barrisourg Accommodation

10 HN C. ALLEN, Ticket Agent,

No. 901 CHESNUT Street,

CAPT. F. D. MAY,

Continental Hotel,

FRANCIS FUNK, Ticket Agent,

No. 116 MARKET Etreet,

SAMUEL H. WALLACE,

The Peonsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred

Dohare in value. All Eagage exceeding that amount
in value will be at the risk of the owner, unless taken
by special contract, EDWARD H. WILLIAMS,

General Superintendent Altoona, Ps.

## AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTIONOF BARK STREET SUCCESSORS TO JOHN E. STREET, COTHER
OF BARK STREET SUCCESSORS TO JOHN E. MYERS & CO.

LARGE POSITIVE SALE OF CARPETINGS, 200
PIECES FLOOR OIL CLOTHS, ETC.
On Friday Morning.
September 18, at 11 o'clock, on four months' credit, shout 200 pieces of lagram. Venitian, list, here p. cottage, and 18g carpetings, 10s pieces oil cloth", etc. [9 1254
Also,
Sto PAIRS WINDOW SHADES,
EMHROIDERIES, HDKF\*. ETC.,
of a favorite importation embracing—
Full lines 4-5 and 5-5 hematitched hdk fa.
Full lines fina burg edgings and insertions.
Full lines fina burg edgings and insertions.
Full lines embroidered trimmings,
Full lines embroidered sets, and linen collars and cuffs.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY G-ODS, ETC, On Monday Morning, 19 15 St September 21, at 10 o'clock, on four months' oredit. LARGE SALE OF 2000 CASES BOOTS, SHOBS,
TRAVELLING BAGS, ETC.
On Tuesday Morning.
Sept 22. at 10 o'clock. on four months' credit. [2 16 54

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom #1-

CHESNUT Street; rear entrance No. 1107 Sansom st.

Sales at 1110 Chesnut street.

SALE OF HOUSEHOLD FORNITURE CARPETS,
MIRRORS, SEWING MACHINES PIANOFORTES, PARLOR ORGANS, FIRE-PROOF
SAFES, GUNS, ETU.

Sept. 18, at 9 0 clock, at the Auction Store, No. 1110
Chesnut street. will be sold a large assortment of superior Household Furniture, comprising Walant
Parlor suits. In plush, bro-atelle, and halt cloth;
wainut chamber suits, Library su'ts, office furniture
secretaries and book-cases; stageres, marble-top
takies, fire-proof safes, sewing machines, guns, etc.

PIANO-FORTES—Several superior parior organs,
SEWING MACHINES—Several superior sewingmachines made by Land & Webster, Wheeler & Wilson, and others.

FIRE-PROOF SAFES—Two fire-proof safes, made
by Kvans & Watson.

GUNS—Also, an invoice of fine guns.

by Evans & Watson.
GUNS—Also, an invoice of fine guns.
FOSSIL REMAINS—Some fine specimens of fossil
remains, found in Brone county, Ry.

9 18 24

C. D. MCCLEES & CO. AUCTIC NEERS

SALE OF 1500 CASES BOOTS, SHOES, BROGAMS, ETC.

On Monday morning,

I September 21, commencing at 10 o'clock we will sell by catalogue for cash, a rrime and desirable assortment of Men's, Boys' and Youths' Boots, Shoes, Brogans etc.

Also, Women's, Misses' and Children's city made goods.

MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT St., rear entrance from Minor,

SALE OF MISCELLANEOUS BOOKS.

ON THURSDAY EVENING.

At 7% o'clock, at the auction rooms, No. 529 Chesnut street, by catalogue, a collection of Miscellaneous Books, from libraries.

Catalogues on Thursday morning.

9 15 24

Sale at No. 2:24 Spring Garden street.

ELEGANT WALNUT DRAWING-ROOM AND CHAMBER FURNITURE, ROSEWOOD PIANO-FORTE, HANDSOME ENGLISH BRUSSELS CARPATS, ETC.

On Tuesday Moining.

29th inst., at 10 o'clock. at No. 2:24 Spring Garden street, by catalogue, the entire furniture, including clegant walnut and blosh drawing-room suit: 2 handsome suits walnut chamber furniture; cask chamber set; 3 suits fine cot age furniture; fine toucd rosewood piano-forte, nearly new; bandsome English Brussen, imperial, and Ingrain carpets; fine spring mattresses; blankets china, altchen utensils, etc.

May be seen early on mcraing of sale.

9 16 5t

L ASHHURST BUILDING, NO. 240 MARKET

M. THOMAS & SONS, NOS. 139 AND 141

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL.

TIMORE RAILROAD.

TIME TABLE,
commencing SUNDAY, September 13, 1868, Trains will
leave Depot corner of BROAD Street and WASHleave TON Avenue as follows:—

Way-hiall Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Oriskeld and Intermediate Stations.

Express Train at 11:45 A.M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connecus at Wilmington with train for New Castle,
Express Train at 4:09 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolis, Chase's and Stemmer's Run,
Night Express at 11:30 P. M. (Daily) for Baltimore
and Washington, stopping at Chester, Thurlow, Chase's and Stemmer's Run.

Edgewood, Magnolla, Chase's and Stemmer's Run;
Night Express at 11'30 P. M. (Daily) for Baltimore
and Washington, stooping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton,
Noriheast, Perryville and Havre de-Grace. Connects
at Wilmington (Satardays excepted) with Delaware
Railroad Line, stooping at New Castle, Middletown,
Clayton, Dover, Harrington, Seaford, Salmbury,
Princess Anne, and connecting at Crisfield with Boat
for Fortress Monroe, Norfolk, Portsmouth, and the
South. South.

Tessengers for Fortress Monroe and Norfolk via
Baltimore will take the 11.45 A.M. Train. Via Crisfield
will take the 11.40 F. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and
Wilmington.

Stopping at all stations between Philadelphia and Wilmington.

Leav ' Philadelphia at 11'00 A. M., 2'30, 5'00,1 and 7'00 P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7'00 and 8'10 A. M., 1'20, 4'15, and 7'00 P. M. The 5'10 A. M. Train will not stop between Chetter and Philadelphia.

The 5'10 A. M. and 7'00 P. M. trains from Wilmington run dany. All other Accommodation trains Sundays excepted.

FROM BAITIMORE TO PHILADELPHIA.

Leave Bailimore 7'25 A. M., Way-Mail; 9'35 A. M., Express; 2'26 P. M., Express; 6'25 P. M., Express, SUNDAY TRAIN FROM BAITIMORE, Charlestown, North-Rast, Entopping at Magnolla, Perryman's, Aberdeen, Havre-uc-grace, Perryville, Charlestown, North-Rast, Enton, Newark, Stanton, New port, Wilmington, Cisymout, Linwood, and Chester.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 328 CHESNUT Street, under the Continensal Hotel, where, also, state-rooms and bertha in sleeping cars can be secured during the day. Persons purchasing tickets at this office can bave their baggage checked at their residence by the Union Transier Company 48's H. F. KENNEY, Superintendens.

DHILADELPHIA AND ERIE RAILROAD.

ALFRED L. TYLER, General Superintenden

WEST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 16, 1888.
TRAINS LEAVE As FOLLOWS.
For Cape May and stations below Miliville, 8-15
P. M.

For Cape May and stations below Millylife, 8 Le For Millylife, Vineland, and intermediate stations 8 15 A. M., 3°, 5 P. M. For Bridgaton, Salem, and way stations 8 15 A. M. and 8:30 P. M. For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 P. M. Freight train leaves Camden daily at 12 o'clock Freight received at second covered whas below Wainut street, daily.
Freight Delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL.
9 15
Superintendent.

DE. KINKELIN. AFTER A RESIDENCE DR. KINKELIN. AFTER A RESIDENCE corner of Third and Union Streets, has lately removed to South ELEVENTH Street, between MARKET and Chesnut.

Histoperiority in the prompt and perfect care of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

COTTON AND FLAX.

BAIL DUCK AND CANVAS,
SAIL DUCK AND CANVAS,
Gail numbers and brands,
Of all numbers and brands,
Tent. Awning, Trunk, and Wagon Cover Duck
Also Paper Manufacturers' Drior Felia from one to
Also Paper Manufacturers' Drior Felia from one to
Several new wide: Fault g, Belting, Sail Twine, etc.
Several new wide: JOHN W, EVERMAN & CO.,
No. 105 JONES' Aller.