LIFE ON THE FRENCH COAST.

The Norman Fishing Villages. A correspondent of the Luadon Morning Herald, who went to the Industrial Exhibition at Havre, has written an interesting sketch of come of the villages on the coast of Normandy and their inhabitants, from which we make the following extracts:-

"It is something to e-case from the roaring and swaggering prosperity of Havre, across the sparking Bay of the Scine, to Houseur, which long ago went to sleep. It is crowned and encircled by beautiful hills and ancient wood; it is full of rotten, heavy browned houses, amid which, sparsely scattered, are impertinences of modern brick work; it looks placifly over the river to the chalky ranges and the spreading city on the opposite side; and a few inferior vessels creep, now and then, in and out of the three narrow basins—timber ships chiefly—with a tew miscellaneous cargoes. Nothing increases here; the end of the town meets you everywhere; outside, on the sands, are rickety sheds, where joint-stock laundry is carried on, not by the daughters of Nausicaa, and they thump the 'linen' into shreds with flails, the fashion whereof is a thousand years old; inside, the beadle, con-trary to Catholic custom, keeps the keys of the church, lest he should lose fivepence a day; but, clear of the lading town, miles upon miles of rich and joyous landscape expand, fresh and tempting. tempting. "It is in this department of Calvados, how-

ever, not this tanding the poverty of the port, wherein suchored once the merchantmen of Portugal and Spain, that 'mendicity' is absolutely torbidden by the law. All persons offending are immediately arrested, charged as vagabonds, sentenced to very long terms of imprisonment, and then forwarded to a 'mendicity depot; vet at every corner you meet with the notice:—Begging is not permitted in the department of Calvados. The fishing people of Honfleur, moreover, are a race that seems to droop away. Some rarely, if ever, go out of port. Their boats have no masts, or sails, or rigging, or oars, or even helms. They are mored day and night, with that everlasting correlet, which in such waters brings up about a half-penny worth at every haul, and which goes down and comes up all the day long with a miserable account of creatures caught, two-thirds of which are flung away as too young, though, owing to the stupidity of the men, not until most of them are dead.

. "Viccarille, on the road to Trouville, attracted some years ago the admiration of a few Parisian artists. It was a simple fisherman's home—rece sed among the cliffs—woods on one side, the sea on the other, hanging above head golden sands, lost amid black weed, tangled rocks, and, presto! the place became tashionable as a resort of bathers. Of course, as a picture it was spoiled; but it is a picture still, although the fishermen have had their ground invaded, and pert cottages find a place in sight of their rude brown buts. They pleturesquely congregate along the sand-covered shingly rocks, now dry, now washed ever, to fill the bottoms of their cumorous tray-shaped boats with mussels. It is amusin; to watch the women, in coarse cotton or canvas petticoats, skipping from rock to rock, carrying baskets of middle-age pattern, and gathering in the harvest of bivalves, for which they find an eager market anywhere along the shores of the Seine, up as far as Bouen. They know nothing of improvements, and would strip the sea bank bare were it permitted, the most vigilant watch being necessary during the autumnal or propagating months to prevent their utterly exhausting the

resources by which they subsist.

"If they are thus apathetic, what are we to expect from the poor, half-naked, simple mussel gatherers of Pendede Pie, who, probably, have seen no other horizon in their lives? Yet even with them changes are gradually coming on. The modern settlement of bathers, while encroaching on their old industry, has added another to it, and the poor men and women find a little employment during the prohibited months from the visitors. So again with Trouville, where, however, the fishery class holds its

own with even greater tenacity.

"Decidedly, the fishermen have had a hard battle to fight; but then it is equally a rule among bathers at fashionable watering places to be fond of fish, so that the boats have not been driven away, to any serious extent, by the bathing machines. But it is at Fecamp that a true Norman fishery population is found. This town is in a solid state of progress. It is of antique fame-once derived from its religious houses, but at present from its fishing industry and the manufactures in connection with it. It is not very clean; its running waters are blackbut it contains a race of men who annually start in great flotillas for the banks of New-foundland to hook 'the stupid cod;' they are admirable mariners, and by no means averse to new methods when once brought to understand them; in fact, a large proportion of the new suggestions illustrated at the Exhibi-tion are of Fecamp origin. The town is uninteresting from all other points of view, but it seethes with industry. Immense quantities of berrings are cured here, and cured to perfection. Sturdy fellows they look, these Fecamp mark ners, swinging along the beach, pipe in mouth, n their red or blue cap and costume of indescri-bable rag, or making way for those thickly-built, broad-beamed, short-heeled vessels—deep bottomed, stumpy-masted, and not over-weighted with sail—which carry them on to the great cod-banks towards the other side of the world.

* * "Of course, the inhabitants of the rising towns are, by degrees, expelling the fishery class. Havre, which boasts about the Emperor speaking of its new Town Hall as a *Inttle Louvre, 'cannot spare its waste spaces. Etretat will speedly be required by sketchers and ramblers; Villeville, where 'introductions are not required on the sands during the season,' is swiftly eating up the fisherman's traditions; and Trouville is abandoning itself to costly facades and exorbitant hotels. Even little ca is growing vain of its scenery, though it is a hard-working town, and has little to do with the water. Upon the whole, while nothing can well be more pleasant than this coast, it fourishes principally on the commerce of Havre and Dieppe, and through the repute at Paris and Rouen of its newly settled watering places. Its fisheries are fast going to decay."

A Muscular Christian of Springfield's Olden Time.

Dr. Alfred Booth, in his reminiscences of Springfield, gives this racy account of a rare man of muscle in the last century, Deacon John litchcock, grandfather of the living Mr. Levi Hitchcock, of Springfield:—
"Born in 1722 in the North Main street region,

he moved, while a young man, into the eastern part of the town, now known as South Wil-braham; married in 1743, and was the first deacon of the church there, continuing in office meny years. He is well remembered by Hon. Oliver B. Morris as occupying the deacon's seat at meetings, his whitened locks giving him quite a venerable appearance. During a long endurance, and had be lived in the palmy days of Greece, he would have been a worthy competitor in the games o tho e days. It is related of him that on one occasion a man riding by the field where he was at work, and beasting of the speed of his horse, was challenged by the deacon, who said he could run to Springfield quicker on foot than the horse with his rider could. The titor in the games o tho e days. It is related test resulted in the triumph of the deacon; dis-tance ten miles; time not stated. He would lift a cartload of hay, by getting his shoulders under the axle in a stooping posture, and throw an empty cart over with one hand, by taking hold of the end of the axletree. When loading grain in a cart, he would take a bag by the teeth, and with a swing and the sid of a push from the knee, throw it into the cart. He had double teeth in front, and would hold a tenpenny nail them and break it off with his fingers. He ed to say he did not know a man he could not whip or run away from. The day he was seventy years old he remarked to his wife that when they were first married he was wont to amuse her by taking down his hat with his toes, and added. It wonder if I could do it now? Thereon he jumped from the floor, took off the hat ltb his toes, came down on his teet like a cat, hung up the hat on the nail, turned to the able, a-ked a blessing, and ate of the repast

hen ready.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE ROUTE—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittaton, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1868, Passenger Trains leave the New Depot, corner of SERKS and AMERICAN streets, daily (Sundays excepted), as follows:—
At 6 55 A. M.—Accommodation for Fort Washington.

cepted), as follows:—
At 646 A. M.—Accommodation for Fort Washington.
At 748 A. M.—Morning Express for Bethiehem and rincipal Stations on North Pennsylvania Ealiroad, connecting at Bethiehem with Lehigh Valley and Lehigh and Susquehaums Raliroad for Easton, Alentown, Catnasquas Blatington, Mauch Chunk Weatherly, Jeanesville, Hasleton, White Haven, Wilkeebarre, Kingston, Piliston, and all points in Lehigh and Wyoming Valleya; also in connection with tehigh and Wyoming Valleya; also in connection with tehigh and Mahanoy Bailroad for Ruper; Dauville Million, and Williamsport Arrive at Mauch Chunk at 1270 A. M.; at Wilkeebarre at 2 F. M.; at Mahanoy City; and with Catawissa Raliroad for Ruper; Dauville Million, and points on New Jersey Central Raliroad to New York.
At 845 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 1840 A. M.—Accommodation for Port Washington, siopping at intermediate Stations.
At 145 P. M.—Lehigh Valley Express for Bethiehem, Allestown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 218 P. M.—Lehigh and Susquehanna Express for Bethiehem, Easton, Allestown, Mauch Chunk, Wilkesbarre, and Boranton. Passengers for Green-ville taxe this train to Quakertown, Mauch Chunk, Wilkesbarre, and Boranton. Passengers for Green-ville taxe this train to Quakertown, and for Sunney-town to North Wales.
At 215 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 216 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 216 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1980 P. M.—Through accommodation for Fort Washingham and all stations on main line of North Pennsylvania, Raliroad, connecting at Bethiehem with Lehigh and Susquehanea Evening Train for Kaston. A lenich man A connecting

TRAINS ARRIVE IN PHILADELPHIA.

5:30 P. M., 11'45 A. M., and 2'00 P. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebanna trains from Easton, Scranton, Wilkesbarre, Mallony City, and Hasteton.

Passengers leaving Wilkesbarre at 1'45 P. M. connect at Bethiehem at 6'05 P. M., and arrive in Philadelphia at 5'30 P. M.

From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.

From Lansdale at 7'50 A. M., 5'00 and 7'00 P. M.

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

ON SUNDAYS.

P. M. ON SUNDAYS.

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. Fifth and Sixth Streets Passenger Cars convey pasengers 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. 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 principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

1868 -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARK. At 5-30 A. M., via Camden and Amboy Accommo-At 8 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 3 00
At 3 30 P. M., via Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations. At 5 P. M., for Amboy and intermediate stations. At 5 20 and 8 A. M., 2 and 3 20 P. M., for Freehold. At 8 and 10 A. M., 2, 3 20 and 4 20 P. M. for Trenton. At 5 20, 8, and 10 A. M., 1, 2, 3, 530, 430, 6, and 11 20 P. M. for Bordentown, Burlington, Esverly, 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 5:20 and 10 A. M., 1, 3, 4:30, 5, and 11:30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and 3:30 P. M. for Palmyra.

At 5:20 and 10 A. M., 1, 8, 4:30, 5, and 11:30 P. M. for Fish House. At 5-20 and 10 A. M., 1, 8, 4-30, 6, and 11-30 P. M. for Fish House.

The 1 and 11-30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington DEPOT.

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

At 7 and 11 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristol. And at 10-15 A. M. for Bristol.

At 7 and 11 A. M., 2-30, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10-15 A. M., 2-30, and 5 P. M. for Schencks and Eddington.

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

FROM WEST PHILADELPHIA DEFOT, via Connecting Railway.

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

At 1-3 A. M. con Mondays only—New York Express Line, Fare \$3-25.

The 9-30 A. M., and 6-30 P. M. Lines will run daily. All others, Sundays excepted.

to 130 A. M., and s 30 ft. M. Inles will rail daily.

9'30 A. M., 1'00 6'30, and 12 P. M. for Trenton.

9'30 A. M., 6'30 and 12 P. M. for Bristol.

12 P. M. (Night), for Morrisville, Tullytown,
enek's, Eddington, Cornwells, Torrisdale, Holmes

1. Tacony, Wissinoming, Bridesburg, and Frank-For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 3s minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Wainut within one square. On Sundays the Market street cars will run to connect with the 9 30 A. M. and 5 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.

At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oweco, Rochester, Binghamton, Oswego, Byracuse, T. La Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:00 A. M. and 2:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertvilie, Flemington, etc. The 2:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bettiehem, etc.

At 5 P. M. for Lambertville and intermediate Stations. RELVIDERE DELAWARE RAILEOAD LINES.

At 5 P. M. for Lambertvin.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M., 1, 33, and 5 30 P. M., for Merchantsville, Moorestown. Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown. Birmingham, and Pemberton.
At 7 A. M., I and 330 P. M., for Lowistown, Wrightstown. Cookstown, New Egypt, Hornerstown, Croam Ridge, Imlaystown. Sharon. and Hightstown. WILLIAM H. GATZMER, Agent.

September 14, 1868.

DENNSYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT SEPT. 18, 1868,
The trains of the Pennsylvania Central Railroad
leave the Depot, at THIBTY-FIRST and MARK ET
Streets, which is reached directly by the Market
circets, which is reached directly by the Market
circet cars, the last car connecting with each train
leaving Front and Market streets thirty minutes before its departore. The Cheenut and Wainut streets
cars run within one square of the Depot.
On Sundays—The Market Street cars leave Front
and Market streets thirty-five minutes before the departure of each train.
Steeping 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. 301 Chemnut street, or No. 116 Market street, will
receive attention.
TRAINS LEAVE DEPOT, VIZ:—
Mail Train.

8'90 A, M.

20000000	TRAINS I	THE VE D	TILOI, AIN	
MallTr	ain		. M., I 00, an	. 8 00 A. N
Panil A	ccommodati	on, 10'80 A	. M., I 00, an	d 9 00 P. A
Faul Li	no.		***************************************	.11 40 A. h
With the Control of t	C WAS IN COME OF			.11 40 A. N
Fille Fix	presamon	modation		2:20 P N
HELLIRO	drg Accom	adation		4:00 P X
Lancast	er Accomm	Ottation		K100 D 3
Parkest	ourg Train.	*******		COULT A
Cincinn	sti Express.			0 00 P. 3
True to Man	ALL BOY BUILDING	do Expres		11 00 F. B
Was	lands by Lot. Terretters	The Property of the Control of the C		12 OU 1518 N
Trule 3	Coll losyros	daliv. exce	DE BUBURY.	running (
OWNERS THE PARTY OF THE PARTY O	ARROSE CHIEF !	saturday t	167 DE UND 2011	HIG AV HILL
the last her because was	own will long	ra Philiade	Dilling me 12 O	CIOCK
Philac	iciphia Exp	resa leaves	dally. All	ther train
			on Train run	n daily, e
capt pn	nuny, For	delivered	by 5 00 P. M.,	at No. 1
cured a	un neggutto	dention		100
Market	street.	RIVE AT	DEPOT, V	IZ.;—

Parkenburg Train... Fast Line....

RAILROAD LINES. READING BAILROAD.—GREAT TRUNK L. L. LINE from Philadeiphia to the interior of Penusylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets' Philadelphia, at the following hours:—

MORMING ACCOMMODATIONS.—At 738 A. M. for Reading and all intermediate stations, and Allen lown. for Reading and all intermediate stations, and Allen lown.

Returning, leaves Reading at \$20 P. M., arriving in Philadelphia at \$15 P. M.

MORNING EXPRESS.—At \$15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Sumbury, Williamsport, Elmira Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvania Raliroad trains for Alientown, etc., and the \$15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawinsa Raliroad trains for Williamsport, Look Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylell and Susquehanna trains for Northunberland, Williamsport, York, Chambersburg, Pincervoe, etc.

AFTERNOON EXPRESS, — Leaves Philadelphia at 330 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottatown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 4:50 P. M.; arrives in Pottstown at 6:40 P. M. HIAGEIPHIA AL 4 SO P. A. M. M. M. Leaves Reading READING ACCOMMODATION—Leaves Reading READING ACCOMMODATION—Leaves Reading READING ACCOMMODATION—Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8:05 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2:05 P. M.; arriving at Philadelphia 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 Alternoon 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. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 8:15 P. M.; leave Philadelphia for Reading at 8:00 A. M., returning from Eeading at 8:2 P. M.

OHESTER VALLEY RAILROAD.—Passengers OHESTER VALLEY BAILROAD,—Passengers for Downingtown and intermediate points take the 720 A. M., 1245 and 430 P. M. trains from Philadelphia, returning from Downingtown at 630 A. M., 1706, and 545 P. M.

PERKIOMEN BAILROAD,—Passengers for Skippack take 7:00 A. M. and 4:20 P. M. trains from Philadelphia, returning from Skippack at 8:10 A. M. and 1:25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 60 and 8 00 P.M., passing Reading at 1 10 A. M., 134 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Battimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, at 250 and 5 25 A. M., 9 35 P. M., passing Reading at 4 44 and 706 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 45 A. M., and 5 00 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 10 New York at 12 Noon.

SCHUYLKILL VALLEY RAILBOAD.—Trains leave Pottsville at 6 45, 11 30 A. M., and 6 40 P. M., returning from Tamaqua at 8 35 A. M., and 2 15 and 4 35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILS P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Trains leave Anburn at 7:55 A. M. for Pinegrove and Harrisborg, and at 12:15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3:36 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M. P. M., and from Itemselves tickets and emi-TICKETS.—Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Canadas.

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

and Pottstown; Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day enry, are sold at Reading and Intermediate stations 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. Nicolis, 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 al points, at \$5250 each, for families and firms.

Season Tickets, for three, six, nine, or twelve mouths, 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 furnished with cards, entitting themselves and wives to tickets at hal; fare.

Excarsion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, 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 Trains leave Philadelphia daily at 435 A. M., 12 45 noon, 300, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond. beyond.

Malis 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 2·15 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.

PHILADELPHIA AND ERIE RAILROAD. DHILADELPHIA AND ERIE RAILROAD,
THROUGH AND DIRECT RECUTE BETWEEN
PHILADELPHIA, BALTIMORE, HARRISBURG,
WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Steeping Cars on all Night Trains,
On and after MONDAY, September 14, 1868, the
trains on the Philadelphia and Eric Railroad whi
run as follows:— WESTWARD. WESTWARD.

ALFRED L. TYLER, General Superintendent,

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILERADD—TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 34, 34, 4, 5, 54, 610, 7, 8 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1 2, 5, 4, 45, 6, 65, 7, 8, 9, 10, 11, 12 P, M.

The 5 2D Down Train, and 3% and 6% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9% A, M., 2, 7, 10% P, M.

Leave Germantown 8% A, M., 1, 6, 9% P, M.

Leave Philadelphia 9% A, M., 2, 7, 10% P, M.

Leave Philadelphia 8, 8, 10, 12, A, M., 2, 3%, 5%, 7, 9 and 11 P, M.

Leave Chestnut Hill 7716, 8, 940, and 11 10 A, M., 140 240, 640, 640, 840 and 1046 P, M.

Leave Chestnut Hill 7716, 8, 940, and 120, A, M., 1240, 540 and 925 P, M.

Leave Chestnut Hill 780 A, M., 1240, 540 and 925 P, M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5, A. M. 1240, 640 and 925
P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M. 1½, 3, 4½, 5½, 6½, 876 and 11½ P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 1½, 3, 4½, 6½, and 6½ P. M.
Leave Philadelphia 9 A. M., 230 and 710 P. M.
Leave Philadelphia 6, 7½, 9, and 1105 A. M. 1½, 3, 4½, 6½, 6½, 805, and 11½ P. M.
Leave Philadelphia 6, 7½, 8, and 1105 A. M. 1½, 8, 4½, 6½, 6½, 805, and 11½ P. M.
Leave Philadelphia 6, 7½, 8, and 1105 A. M., 1½, 8, 4½, 6½, 6½, 805, and 11½ P. M.
Leave Manayunk 610, 7½, 870, 9½, and 11½ A. M., 2, 3½, 5, 6½, and 9 P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

WEST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, 245
P. M. P. M.
For Millville, Vineland, and intermediate stations 8:15 A. M., 3:15 P. M.
For Bridgeton, Salem, and way stations 8:15 A. M and 3:50 P. M.
For Woodburg at 8:15 A. M., 2:15, 3:30, and 6:00 P. M.
Freight train leaves Camden daily at 12 o'clock Freight received at second covered whas below Walnut street, daily.
Freight Delivered No. 128 South Delaware avenue.
WILLIAM J. SEWELL.
Superintendent.

REIGHT LINES FOR NEW YORK AND CALL POINTS NORTH and EAST, and for all Elations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at it o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Yorky and Belvidere Railroads, forwarded at 2% P. M.

For New York, at 12, 2%, and 5 P. M.

Freight received from 7 A. M. to 5 P. M.

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

Walter Freight Freight Freight A. Agent, Bo. 226 S. Deiaware Avenue, Philadeinhia.

RAILROAD LINES.

HILADELPHIA, WILMINGTON AND BAL

TIMORE RAILEGAD.

TIME TABLE,

ommencing MONDAY, October 5, 1968, Trains will
eave Depot corner of BBOAD Street and Wash(NGTON Avenue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted)
or Balsimore, stopping at all Regular Stations, consecting with Delaware Railroad at Wilmington for
bristell and Intermediate Stations.

Express Train at 11:45 A.M. (Sundays excepted) for
saltimore and Washington, stopping at Wilmington,
ferryville, and Havre-de-Grace. Conneos at Wilmington with train for New Castle.

Express Train at 10:0 P. M. (Sundays excepted) for
saltimore and Washington, stopping at Chester,
Thurlow, Einwood. Claymont, Wilmington, Newport,
stanton, Newberk, Elkion, Northeast, Charlestown,
Stanton, Newberk, Elkion, Northeast, Charlestown,
Saltimore, Saltimore and Washington, stopping at Chester,
Thurlow, Linwood. Claymont, Wilminston, Newberk, E kton,
Northeast, Perry ville and Havre-de-Grace,

Passengers for Fortress Monroe and Nortolk will
take the H. Sh. M. Train

WILMINGTON TRAINS.

Stopping at all stations between Philaselphia and
Wilmington.

Leav Philadelphia at 11:00 A. M., 2:20, 5:00, and
7 u. P. M. The 5 00 P. M. Train connects with Delaware

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 11:00 A. M., 2:20, 5:60, and 7:0 P. M. The 5:00 P. M. Train connects with Delaware Railread for Harrington and inter mediate stations.

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

The 7:00 P. A. train 5:00 Wilmington runs daily, All other Accommodation trains Sund ays excepted.

FROM EALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:23 A. M., Way-Mail; 9:35 A. M.,

Express: 7:25 P. M., Express: 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE,

Leaven Baltimore at 7:25 P. M., Stopping at Magnolia, Perryman's, Aberdeen, Havre ac Grace, Perryville, Charlestown, North-East, Exton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets 10 all points West, South, and

Chester, Wilmington, Cleymoni, Linwood, and Chester, Through tickets to all points West, South, and collin west, may be procured at the Ticket Office. No. 517 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persona purchesing teckets at this office can have their baggage checked at their residence by the Union Transfer Company, 48 f. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA

LEAVE PHILADELPHIA

BAIL OAD -WINTER ARRANGEMENT.

On and after MONDAY, October 5, 1883, Trains will
leave as follows:—
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 745A. M., 11 A. M.,
270 P. M., 445 P. M., 450 P. M., 615 and 11 3; P. M.

Leave West Chester for Philadelphia, from Depot
on East Market street, at 6725 A. M., 745 A. M., 800 A.

M., 1045 A. M., 155 P. M., 4450 P. M., and 658 P. M.

Trains leaving West Chester at 800 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and B. C. Junction, going
East, will take train leaving West Chester at 745

A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is resched directly by tion.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines contect with each train upon its

Arrival.

ON SUNDAYS,
Leave Philad phia at 8:30 A. M. and 2:00 P. M.
Leave West Chester at 7:55 A. M. and 4:00 P. M.
Trains leaving Philadelphia at 7:45 A. M. and 4:50
P. M. and leaving West Chester at 8:00 A. M. and 4:50
P. M., connect at B. C. Junction with Trains on P. &
B. C. R. R., for Oxiord and Intermediate points.
4:101

HENRY WOOD, General Sup't. PAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

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

Goods delivered jat the Through Freight Depot,
S. F. corner of FRONT and NOBLE Streets,
Before 5 P. M., will reach Wilkesbarre, Mount Carme Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day

[7 21] ELLIS CLARK, Agent.

CARRIAGES. GARDNER & FLEMING

CARRIAGE BUILDERS. No. 214 SOUTH FIFTH STREET, BELOW WALNUT.

An amortment of NEW AND SECOND-HAND CARRIAGES always on hand at REASONABITE

TRUSSES.

"SEELEY'S HARD RUBBER TRUSS
No. 1347 CRESNUT Street. This Truss correctly applied will cure and retain with case the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladlee suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile instruments Shoulder Braces, klastic Stockings fo weak limbs, Suspensions, etc. Also, large stock bes Leather Trusses, half usual price. Lady in attendance.

GAS FIXTURES.

A S F I X T U B E S.—
No. 718 CHESNUT Street,
No. 718 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assortment of Gas Chandellers, Peudania,
Brackets, etc. They also introduce gas-pipes inte
dwellings and public buildings, and attend to extending, altering, and repairing gas-pipes.
All work warranted.

Silly

THE PRINCIPAL DEPOT FOR THE SALE OF

REVENUE STAMPS. No. 304 CHESNUT STREET.

CENTRAL DEPOT, No. 103 S, FIFTH ST.,

(One door below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agency.

The stock comprises every denomination printed by the Government, and having at all times a large supply we are enabled to fill and forward (by Mail or Express), all orders, immediately upon receipt, a matter of great impor-

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously turnished. Revenue Stamps printed upon Drafts, Checks.

Receipts, etc. The following rates of commission are allowed on Stamps and Stamped Paper:-On \$25 and upwards..... ** 100 ** 800 Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA

UNITED STATES POSTAGE STAMPS of all kinds, and STAMPED ENVELOPES constantly on hand.

O R N A X C H A N G E
RAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARKET and WATER Streets.
Philadelphia.
DEALERS IN HAGS AND BAGGING
Of every description, for
Grain, Flour, Balt, Super-Phosphate of Lime, Bone
Dist. Etc.
Large and small GUNNY HAGS constantly on hand
2201 Also, WOOL BACKE.
JOHN T. BAILEY.
JAMES CASCADER.

JOHN ORUMP. CARPENTER AND BUILDER SHOPS: NO. 218 LODGE STREET, AR

NO. 1783 CHESNUT STREET,

PHILADELPHIA.

STEAMBOAT LINES.

PHILADELPHIA AND TREN-ton Steamboat Line.—The steamboat Trenton, stopping at Tacony, Torresdale, Beverly, Burlington, Bristol, Florence, Robbins' Wharf, and White Hill. White Hill.

Leaves Arch Street Wharf Leaves South Trenton. 2

Saturday, Oct. 10, 8 A.M. Saturday, Oct. 10, 12 M.

Sunday, Oct. 11, 10 Burlington, Bristol, and intermediate landings, leaves Arch street wharf at 8 A.M.

Monday, Oct 12, 10 A.M Monday, Oct. 12, 2 P.M.

Monday, Oct 12, 10 A.M Monday, Oct. 12, 2 P.M.

Tuesday, " 13, 10 A.M Tuesday, " 13, 2 P.M.

Wed'day, " 14, 11 A.M Wed'day, " 14, 3 P.M.

Thursday, " 15, 12 M. Friday, " 16, 3 P.M.

Friday, " 15, 12 M. Friday, " 16, 4 P.M.

Fare to Trenton, 40 cents each way; Interm diate places, 25 cents.

FOR WILMINGTON, CHESTER,
AND HOOK.—Fare, it cents. Excursion tickets, is cents.
The steamer a RIEL leaves UHBENUT Street
Wharf at 8 45 A. M., and returning leaves Wilmington at 2 P. M. Excursion tickets, is cents. The
steamer S. M. FELFUN leaves UHESNUT Street
Wharf at 3 P. M. Fare, 10 cents.

OPPOSITION TO THE COM-Bleamer JOHN SYLVESTER will make daily ing at Chester and Marcus Hook, leaving A RCH Street wharf at 10 A. M. and 4 P. M. J returning, leave Wilmington at 7 A. M. and 1 P. M.

L. W. BURNS, Captain,

DAILY EXCURSIONS.—THE aplendid steamboat JOHN A. WAR. A.E.S. reeves CHESNUT Street Wharf, Philada, at 1 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverion. Torresdate, Andalusia and Beverly. Returning, leaves Bristol at 7 o'clock A.M. and 4 P.M.

Fare, 25 cents each way: Excursion 60 cts. 6 HM

FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
a u Switt-sure Lines, via Delaware and Raritan
Canal, or and after the 18th of March, leaving dally at
12 M. and 5 P. M., connecting with all Northern and Eastern lines,
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIR' & CO.,
112 No. 122 S. DELAW/LE Avenue.

CHANGE OF TIME.—The splendid steamer 1 WiLight leaves Chesnut street wharf at 8% A. M., and 2 P. M., for Burlington and Bristol, touching at Tacony, Riverton, Andalusia, and Beverly, Leaving Bristol at 10% A. M., and 1 P. M. Fare, 25 cents. Excursion, 40 cents.

SHIPPING.

LORILLARD'S STRAMSHIP LINE FOR NEW YORK.

From and after this date, the rates of freight by this line will be ten cents per 100 lbs. "Theavy goods; four cents per foot, measurement; one cent per galion for liquids, ship's option. One of the Steamers of thi Line will leave every Tuesday, Thursday, and Saturday. Goods received at all times on covered piers All goods forwarded by New York agent free of charge, except cartage. For turther information, apply on the pier to

FOR LIVERPOOL AND QUEENS.

TOWN,—inman Lane of Mail Steamers are appointed to sail as follows:—
CITY OF PARIS, Saturday, October 10.
CITY OF LONDON, Saturday, October 10.
CITY OF LONDON, Saturday, October 17.
CITY OF BALTIMORE, Saturday, October 20.
CITY OF BALTIMORE, Saturday, October 24.
and each succeeding Saturday and alternate Tuesday, at 1P. M., from Pier 45, Norta River.
RATES OF PASSAGE BY THE MAIL STEAMER MAILING EVERY SATURDAY.
Payable in Goid.
FIRST CABIN.
Payable in Currency.
FIRST CABIN.
FIRST CABIN.
FIRST CABIN.
Payable in Currency.
FIRST CABIN.
FIRST CABIN.
FIRST CABIN.
FIRST CABIN.
FAYABLE VIA HALIFAX.
FIRST CABIN.
FAYABLE VIA HALIFAX.
FIRST CABIN.
FAYABLE IVERDAY STEAMES VIA HALIFAX.
FIRST CABIN.
FAYABLE IVERDAY STEAMES.
FIRST CABIN.
FIRST CABIN.
FAYABLE IVERDAY STEAMES.
FIRST CABIN.
FIRST CABIN.
FAYABLE IVERDAY STEAMES.
FIRST CABIN.
FIRST CABIN.
FAYABLE IVERDAY STEA

Offices,
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
Or to
O'DONNELL & FAULK, Agents,
No. 411 CHESNU' Street, Philadelphia, NORTH AMERICAN STEAMSHII NORTH AMERICAN STEAMSHIL Railread.

NEW ARRANGEMENT. EVERY MONTH, or the day before when these date.

EVERY MONTH, or the day below when sheet dates tall on Sunday.

Passage lower than by any other line.

For information address

D. N. CARRINGTON, Agent,

Pier No. 46 NORTH BIVER, New York,

Or THOMAS R. SEARLE,

No. 217 WALNUT Street, Philadelphia, Pa.

W. H. WEBB, President, CHAS, DANA, Vice-President, CHAS, DANA, Vice-President, Chas, Carlon, Sammer Collice—54 EXCHANGE Place, New York, Sammer Collice—54 EXCHANGE

NEW EXPRESS LINE TO ALEX-D. C., via chesapeake and Deisware Canal, with connections at Alexandria from the most direct route for Lynchourg, Eristol, Knoxville, Nashville, Datton and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf acove Market street.

Freight receiped dally.

Freight received daily, WM. P. CLYDE & CO.,
No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia.

NOTICE.—FOR NEW YORK, VIA

DELAWARE AND HARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of this line leave DAILY
from first wharf below Market street,
THROUGH IN 24 HOURS,
Goodz Jorwarded by all the lines going out of New
York, North, East, and West, free of commission.
Freights received at our usual low rates,
WILLIAM P. C., YDE & CO., Agents.
No. 148, WHARVES, Philadelphia,
JAMES HAND, Agent.
No. 119 WALL Street, corner of South, New York,

PHILADELPHIA, RICHMOND AND NORFOLK STEAMBHIP LINE TO THE SOUTH AND WEST,
EVERY SATURDAY,
At noon, from First Wharf above Market

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, consecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad,

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

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

No charge for commission, drayage, or any expense of transfer.

Steamships insured at lowest rates.

Steamships insured at lowest rates.

Steamships insured at lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

W. P. PORTER, Agent at Richmond and City T, P. CROWELL & CO., Agents at Norfolk. 613

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO., N. E. Corner of FOURTH and RACE Sts., PHILADELPHIA,

WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty, Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH.

B. MIDDLETON & CO., DEALERS IN COAL. Kept dry under cover. Prepared expressly for family use. Yard, No. 1225 WASHINGTON Avenus. Office No. 114 WALRUT Street. BOOTS AND SHOES.

HAVING ALTERED AND ENLARGED MY Store, No. 236 N. NINTH Street, I invite attention to my increased stock (of my owr, magnifecture) of fine BOOTS, SHOES, GALTERS, stc., of the latest styles, and at the lowest prices.

AUGTION SALES.

DURTING, DURBORON & CO., AUCTION EERS, Noc. 282 and 234 MARKET Street, Corner
of Bank street. Successors to John B. Myers & Co.
LARGE SALE OF BAITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS,
On Thursday Moreing,
Oct. 15, at 10 o'clock, on four months' credit. 101044

LARGE SALE OF CARPETINGS, FLOOR OIL CLOTH, ETC.
On Friday Morning.
October 18, at 10 clock, on four months' credit, about 200 pieces of ingrain, Venetian. Het, hemp cottage, and rag carpetings, oil cloth, etc.

10 12 45

LARGE SALE OF FRENCH AND OTHER BURG-PEAN DRY GOODS, ETC. Oct. 19, at 10 o'clock, on 4 months' credit. [10 13 se LARGE SALE OF 1500 CASES BOOTS, SHOWS, ETC. ETC.] On Tuesday morning, Oct. 20, at 10 o'clock, on 4 months' credit. [10:14 58

L IPPINCOTT, SON & CO., AUCTIONEERS,

Sireet.

RO LOTS AMELICAN AND IMPORTED DRY GOODS. LINEN GOODS, WHITE GOODS, HO-SIERY GOODS, MILLINERY GOODS HO-SIERY GOODS, MILLINERY GOODS ETC.

By Catalogue, on Four Montas' Credit.

Oct. 1s. commencing at 10 o'clock. Included will be found a very ful and desirable assortment of new goods, for present and approaching sites. 19 10 4t

L. C. HDK FS. AND FORNISHING GOODS.

Included is asle of

Full lines ladies' pialo 58 linen cambric do,

"THURSDAY—

Full lines ladies' pialo 58 linen cambric do,

"Sants' 34 pialo fisen cambric do.

"Sants' 35 pialo fisen cambric d

PARIS MOROCCO BAGS.

50 lots entirely new styles line Paris morocco travelling and shopping bags, black and colored.

Also, on Thursday, 200 cartous super quality choice assorted colors jockey club slik velyet ribbons.

166 lots superb quality black and choice faxoy colors ratins, bonnet sliks, black and fancy sliks and velyets, etc.

vets, etc. 300 lots rich black and assorted colors feathers. 500 cartons rich new fall styles and colors French attificial flowers.

SKIRTS AND CORSETS.

SKIRTS AND CORSETS.

656 dozen ladies' and misses' steel-spring skirts, of best makes and superior quality, for first-class sales.

150 dozen ladies' whalebone corsets, of superior quality and assorted sizes.

THOMAS BIRCH & SON, AUCTIONERRE AND COMMISSION MERCHANTS, No. 1119 CHESNUT Street; rear entrance No. 1107 Sansom at

Sale No. 1713 Race street.

ELEGANT FORNITURE, LARGE MANTEL AND HER MIRRORS, ROFEWOOD PIANO-FORTE.

BUSEWOOD BILLIARD TABLE, FINE CARPETS, ETC.

ROSEWOOD BILLIARD TABLE, FINE CARPELS, ETC.
On Thursday Morning.
October 15, at 10 o'clock, at No. 1713 Race street, wit be sold the elegant furniture of a lamily removing from the city, comprising—Walnut parlor suit, covered with plush; rosewood piano-forte, made by Hallet & Davis, Frencu piate mantel mirror, 78 by 58 inches; pier mirror, 116 by 22 inches; velvet, Brussels and Venetian carpets; lace curtains; elegant walnut chamber furniture; dining-room and sitting-room furniture; French china; dinner and tea china; rioh cut giass; kitchen furniture, etc.
ROSEWOOD BILLIARD TABLE.—Also, an elegant rosewood billiard table and furniture.

Catalogues will be ready for delivery at the auction sicre on Monday.

The furniture can be examined early on the monning of sale.

Fale at No. 1110 Chesnut atreet.

SUPERIOR HOUSEHOLD FUR AITURE. PIANOFORTES, FINE CARPETS, MIRRORS, PARLOR
ORGAN, EWING MACHINES, ETC.
On Friday Morning.
Commercing at 9 o'clock, at the auction store. Mo.
1110 Chesnut street, will be soid a large assortment of
auperior household furniture, from families declining
housekeeping. 10 14 2:

housekeeping.

Sale at No. 1913 Vine street,
HANDSOME WALNUT HOUSEHOLD FURNITURE, OAK DINING-ROLM BUIT ELEGANY
BRUESELS AND VENETIAN CARPETS, FINE
CHINA AND GLASSWARE, ETC.
On Tuesday morning,
October 20, at 10 o'clock, at No. 1913 Vine street, by
catalegue, the handsome olled walnut furniture,
including suits handsome walnut parior furniture,
covered with fine crimson reps: olled walnut chamber suits, fine mattreases, elegant oak sideboard, extension table, walnut hall stand and chairs, superior
bedstead, elegant Brussels Venetian, and other carpets, oit cloths, fine French china and cut glassware,
kitchen furniture, urensils, etc. etc.
May be examined on the morning of sale after a May be examined on the morning of sale after o'clock. [101434

M. THOMAS & SONS, NOS. 139 AND 141

Extensive Sale at Nos. 139 and 141 South Fourth street.

HANDSOME FURNITURE. PIANO FORTE. MIRKORS, HANDSOME VELVET, BRUSSELS, AND OTRER CARPETS, ETC., ETC.

On Thursday Morning.

October 15, at 9 o'clock, at the auction rooms, a large assortment of superior household furniture, comprising handsome wainut parior and library suits, o'lled wainut chamber suits, superior mahogany plano-lorte made by Schomacker & Co., fine French plate mantel and pier mirrors, wardrobes, book-cases, sideboards, extension tables, china and glass ware, beds and bedding, fine hair mattresses, o'llice furgiture, bars and counters, chandellers, handsome velvet, Brussels, and other carpets, etc., etc. [10 13 24]

MEDICAL AND MISCELLANEOUS BOOKS
FROM LIBRARIES,
On Thursday Afternoon,
October 15, at 4 o'dlock. ('0 13 to [0 13 2L

Sale at No. 1853 Arch street,
SURPLUS HOUSEHOLD FURNITURE,
FINE FRENCH PLATE MANTEL AND PIER
MIRRORS—ELEGANT VELVET, BRUSSELS
AND OTHER CARPETS, ETC.
Oct. 16, at 10 o'clock, at No. 1338 Arch street, below
Broad street, by catalogue, the surplus household
iurniture, comprising superior wainut parior and
dining room and chamber farniture; the Frenchplate mantel and pler mirrors; elegant valvet, Brusbels, and other carpets, etc. [10 14 2t]

VALUABLE MISCELLANEOUS BOOKS AND ILLUSTRATED WORKSON PAINTING, SCULPTURE, DRAWING, ETC.

On Friday Afternoon.
Oct. 16 at 4 o'clock, including irtifan Poets, 150 vols. half caif; Dickens' Works, 26 vols; Atlantis Monthly, 10 vols. etc. etc.

CLARK & EVANS, AUCTIONEERS, NO. 630. Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres. Hoslery, Stationery, Table and Pocket Cutiery, Notions, etc. City and country merchants will find bargains. Terms cash.

Goods packed free of charge. C. D. McCLEES & CO. AUCTICNEERS

SALE OF 1800 CASES BOUTS, SHOES, BRCGANS, ETC. ETC. On Thursday Morning.
October 15, commencing at 10 o'clock, we will sell by catalogue, for cash, a prime and desirable assortment of Boots. Shoes, Brogans, Balmorais, etc., from city and Fastern manufacturers.

MARTIN BROTHERS, AUCTIONEERS.— No. 829 CHESNUT St., rear entrance from Miner,

STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

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

Those in want of a complete Heating Appareius would do well to call and examine the Golden Esgle.

Nos. Hels and Hel Market Birget.

A large assortment of Cooking Ranges, 'ire-board

A large assortment of Cooking Ranges, //re-boar Stoves, Low Down Grates, Ventilators, etc., alway on hand. N. B.—Jobbing of all kinds promptly done. 5105

D. R. KINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately removed to South ELEVENTY. Street, between MARKET and CHESNUT.

His superiority in the P compt and perfect core of all recent, chronic, loos, and constitutional affections of a special nature, is proverbial.

Diseases of the skip, appearing in a hundred different forms, totally eradicated: mential and physical weakness, and all nervous debilities solentifically and shooceastally 'reated. Office hours from \$ 4. M. o P. M.