## THE NOVEMBER MAGAZINES.

"Putnam's," The contents of Putnam's Magazine for November are as follows:-"Who are the Insane ?" by George M. Beard, M. D.; "Lorenzo Daponte," by H. T. Tuckerman; "Anthem of the Universe," by Charles A. Mungen; the conclusion of the novel of "Too True," by T. W. Parsons, M. D.; "Unexplored Region of Central America," by E. G. Squier; "Three Work Days," by J. J. Platt; "The Founders of Globe City," by J. O. Culver; "With the Nuns," by C. E. Robins; "A Day with the Babies," by L. D. Nichols; "The Mountain of Knowledge," by C. P. Cranch; "Commercial Progress in China," by T. W. Knox; the first of "Two Letters on Woman Suffrage:" "If." by J. J. Piatt; "A Day of Surprises," by Virginia Vaughan; "Whom the People will Elect, and Why"; "Life in the Argentine Republic," a review of Sarmiento's book; "The Monthly Chronicle," containing a record of current

events, literary notices, table talk, etc. From Dr. Beard's article, entitled "Who are

the Insane !" we take the following:-Ungovernable attacks of passion, violent temper, and unnatural cruetty are the results of insanity isr more frequently than will probably be admitted by those who have not given this subject close and special attention. This class of patients are all about us, and are oftentimes all the more disagreeable and dangerous from the fact that in their calm moments they may be perfectly save, upright, and kindly. Their disease has its exacerbations, its paroxysms of attack, and during the intervals their bearing may be entirely courteous, and their whole disposition sweet and tender. Some of the greatest and noblest men of history have been the vic-tims of these paroxysmal attacks of insanity, and for that reason have been oftentimes terri-Diy misjudged. They have been accused of inconsistency, of hypocrisy, and their strange conduct has caused many to lose all their faith

n truth, purity, or virtue. It nay be remarked, by the way, that this paroxysmal character is not peculiar to in-anity. Diseases of the lungs, stomach, and other organs are liable to exacerbations, or paroxysms of attack, just as much as diseases of the brain, and, during intervals, the patient may appear to be entirely well.

Howard the philauthropist, who crossed seas and mountains to relieve the distressed, was a brute and tyrant in his own family. Dr. Winslow says of bim; — His cruel treatment caused the death of his wife. He was in the habit, for many years, of doing penance before her pic-ture. He had an only son whom for the slight-est offense he punished with terrible severity, making him stand for hours in a grotto on th garden. The son became a linatic as the result of this brutal treatment." I am strongly inclined to the opinion that even the extraordinary benevolence of Howard was one of the symptoms of the disease in his brain, for insanity may have good as well as evil manifes-tations, and such exceptional self-sacridce as his—so blind, so persistent, so life-enduring—is ust as liable to proceed from a morbid state as the directly opposite qualities of ungovernable rage, intense hate, or cruelty. There is a point beyond which not only forbearance, but also the manifestations of benevolence, charity, selfsacrifice, devotion, spirituality—of all the higher and nobler qualities of humanity-may cease to

be virtues.

Very much of the cruelty that we meet with in every day life is the work of the partially insane. I know some really good men who sometimes, under peculiar circumstances, act more like lunatics than reasonable beings. I knew a farmer, a conscientious and worthy man, who was at times attacked with paroxvsms of rage so violent and irresistible, that he would beat his oxen most unmercifully, and without provocation. An acquaintance of mine told me that his father, who was one of the kindest of men in his family, very often whipped his children almost to death, and that, too, despite the tearful appeals of his wife, to whom most devo'edly attached.

Much of the tyranny and despotism of the world have been the result of cerebral disease, and, if justice had been done, not a few of the rulers of history would have been confined in asylums for the insane. Caligula, the beastly Roman Emperor, was certainly a lunatic. His accession to the throne was reeted with joy by the Roman people, and he afterwards became so popular, by the generous and conciliatory acts of his reign, that when he was attacked with sickness, sacrifices were was attacked with stockless, sections were
offered in the temples for his recovery. His
brain undoubledly became diseased during
his sickness, for from that time he became
a changed man. The remaining four years of his reign were disgraced by some of the most unnatural and capricious tyranny recorded in history. He put to death a large number of his Senators. Every ten days he delivered human victims to be devoured by wild beasts, and jocosely termed this horrid act "clearing his account." He caused divine honors to be paid to himself, in a temple erected expressly for that purpose, and under the superlutendence of priests of his own appointment. He invited his favorite horse Incitatus to dine at the royal table, where he was fed on gilded oats and drank wine from jewelled goblets; and but for his premature death this animal would have been raised to the consulship. animal would have been raised to the consulship. In a more enlightened and liberal age Caligula would have been deposed and sent to an insane retreat. The Romans endured his cruelty for four years, and then put him to death by a weil-planued and successful conspiracy. The career of Nero was somewhat like that of Caligula. In youth he was notably clever, kindly, and amiable, and for the first five years of his reign he ruled with clemency and justice. He was at this time so harassed by the attempts of his mother to wrest the sceptre from his hands, that his brain probably became disordered, and he was metamorphosed into a tyrant. He poisoned his own brother at a feast to which he had invited him. His mother, Agrippina, he mur-dered in her own bed. He relentlessly persecuted the Christians, on the plea that they had set fire to Rone. He caused to be executed Lucan the poet and Seneca the philosopher, and kicked his own wife to death. Nor was his insanity manifested by acts of cruelty alone. He had a silly rage for music, and in his morbid ambition to be thought the greatest singer of the world, he appeared on the stage in the character of an operatio

Domitian, Heliogabalus, and possibly also some of the tyrants of Rome, must have been of unsound mind. Domitian, like Caligula and Nero, began to reign with generosity, and under the pressures and worryings of government he developed into a monster. Heliogabalus made his horse consul, appointed a senate of women, forced the Romans to worship a black stone, and prepared golden swords and daggers, and ocrds of silk and gold, in order to put an end to his own life whenever he saw fit. Ali these were the freaks of a madman. Alexander the Great behaved like a lunatic in the latter days of his reign, and the supposition is plausible that if he had survived a few years longer he might have become a prost impleasable and controller. have become a most implacable and capricious tyrant. From being very abstemious he gave himself up to debauchery. His lust for power bimseif up to debauchery. His lust for power became a disease, and he strove for gigantic impossibilities. Robespierre and some of the other leaders in the French Revolution were probably made more or less insane by the exciting events in which they took part. It is certain that Robespierre was natively kind-hearted and considerate, for he began life by endeavoring to procure the abolition of capital

Louis XI of France was insane both in his despotic cruelty and in his caprices. He shut up his pobles in cages, or hang them on the trees of the forest. He had in constant fear of death, kept in seclusion in his castle, was on introductions with his hands. intimate terms with his hangman, amused himself by watching battles between rats and cata, drank the blood of young children, and tried various and abominable compounds in order to lengthen his life. Jeffreys, the notorious English Judge,

the political crueity of the age.
We are compelled to believe also that Queen Christina, of Sweden, who murdered her oaramour, was in a moroid mental condition when she consmitted the deed; and on the same theory

I account for the nideous and unfeminine cruelty of Catherine de Medici.

Of the insanity of Frederic William of Prassia I have already spoken; but his unnatural and whimsteal treatment of his son and family was only one of its symptoms. He was inconsistently avaricious, scrutinizing every household expense with absurd attension, and lavishing fortunes on his army of clants. He would ing fortunes on his army of giants. He would run through the streets caning the loungers and workmen who fell in his way until they roared

The dore, the late king of Abyssinia, was probably a madman. All accounts agree in representing him as being at first a just, considerate, as well as enterprising ruler; but under the excitement and anxiety of domestic afflicrealm, he became changed to a monster like the Roman en perors Nero, Calicula, and Domitian. The latter acts of his reign gave every evidence of a disordered brain.

Fortunately, our own country has thus far

been mostly free from the rule of partial luna-ties. Whether the inconsistencies of Pre-ideut Johnson's administration are due to cerebral disease or to native obstinacy, prejudice, and isporace, cannot, at present, be well deter-

The introduction of the telegraph into China forms a portion of Mr. Knox's interesting article on "Commercial Progress in China:-

During the time of his residence at Pekin as Minister of the United States, Mr. Burlingame interested himself in endeavoring to introduce the telegraph into China, and though meeting with opposition on account of certain superstitions of the Chinese, he was ultimately successful. The Chinese do not understand the working of the telegraph—at least the great majority of them do not—and like many other people elsewhere, with regard to anything incomprehensible, they are inclined to ascribe it to a satanic origin. They believe the erection of poles and the stretching of wires would disturb the currents of Fung Shuey (good luck), just as some of the residents of Tennessee and Alabama, ten or twelve years ago, believed the telegraph wires caused a tack of rain. Hence their opposition to the construction of the telegraph; and it remains for the prejudice to be overcome before electric communication in China will be

Some years ago, as the story runs, some Americans erected a line ofteen or twenty miles long, between Shanghae and Woosung, the place where all deep draught vessels approaching Shaughae are obliged to anchor. The Chinese made no interierence, officially or otherwise, with the line during its construction, and allowed it to work for some weeks, which it did very successfully. They did not investigate its operations, but supposed the foreigners employed active and invisible devils to run along the wires to convey messages. Had these bearers of despatches confined themselves to their own affairs, their highway would not have been disturbed; but, unfortunately, a Chinese died, one day, in a house that was crossed by the telegraph wire, and actually touched by one of the poles. It is not an anusual thing for a Chinese to die—thousands of them do so every day —but several friends of the deceased Oriental set a rumor affoat that one of the foreign couriers had descended from the wire and caused the native's death. A Chinese mob very soon made short work of the telegraph line. In this the Chinese only followed the example

of the Southerners referred to in the preceding paragraph. When the telegraph line from Cincinnati to New Orleans was built, some of the people along the route supposed it would affect the fail of rain and injure the crops. A great many miles of wire were torn gown in

consequence.

To avoid all possibility of interference with
the proposed line in Caina. Mr. Burlingame
suggested that it be placed out of harm's reach by laying it in the form of a submarine cab'e along the coast. The Government readily adopted the suggestion, as it would prevent any disturbance by superstitions or ill-disposed persons while the line was being tested; as soon as the people were accustomed to its workings and satisfied of its harmlesaness, the construction of land-lines could be ventured. The concession granted by the Government was accepted by an American company, which is empowered to lay submarine cables, connecting all the treaty ports from Canton to Peking. Quite likely, the submarine telegraph will asionish John Chinaman a great deal more than a land-line: if intel ligence can be flashed instantly along the bottom of the ocean, where there is no apparent com-munication, he will be compelled to admit that a visible, tangible wire on land is a sate and feasible route of communication. While the feasible route of communication. While the cable is in deep water, out of reach of auchors, and only to be touched by the apparatus specially designed for its recovery, it will hardly be hable to the calamity that befel the Shanghae-Woorsung line. Nobody will have a local habitation in its vicinity except where it is brought to shore, and even should it be charged with the death of some unfortunate native, next of kin and the neighbors and friends of the deceased will not be able to wreak their vengence and protect others from a like mistortune. When John is convinced that the foreign innovation harms nobody, and is an excellent medium of communication, he will be not only willing, but anxious to extend its benefits through the whole length and breadth of Tue Middle Kingdom, and connect the interior and

reabord cities by means of the electric wire.

The foreign houses established in China will furnish a large patronage for the telegraph when completed, and their example will be an excellent one for the native merchants, and especialty those who compete directly with the foreigners. In California the Chinese make a liberal use of the telegraph; though they do not trouble them-seives with an investigation of its workings, they fully appreciate its importance, and when a message is retarded from any cause they are as ready as their paler-faced competitors to make complaint and demand the reason for delay. In California all messages must be sent in English, or at all events in English characters. matical precision is not insisted upon; if it were, it is possible many a native-born American it is possible many a native-born American would find his telegrams refused by the receiving clerks on account of dediciencies of style. John, in California, is at liberty to send his messages in "pigeon-English," and very funny work he makes of it occasionally. Chin Ling in Sacramento, telegraphs to Ming Yup in San Francisco, "You me send one piece e me trunk," which means, in plain lauguage, "Send me my trunk," Mr. Yup complies with the request, and responds by telegraph, "Me you trunkee you sendee." His English is more Californian and less Cantonese than that of his Sacramento friend. Canton throws in the word "piece" friend. Canton throws in the word "piece" (piece) very often, and the same is the case with the Chinese English spoken in most of the freaty ports. The inventor of pigeon-Euglish is unknown, and it is well for his name that it has not been banded down; he deserves the bus not been banded down; he deserves the execration of all who are compelled to use the legacy he has left; and it is proper to say that he has received a great many epithets, the reverse of reverent, from trate English and Americans. It is just as difficult for a Chinese to learn pigeon-English as it would be to learn pure and honest English, and it is about as intelligible as Greek or Sanscrit to a newly-arrived foreigner. In Shanghae or Hong-Kong, say to your Chinese ma-foo, who ctaims to speak English, 'Bring me a glass of water,' and he will not understand you. Bepeat your order in these words, and he stands domb and uncomprehending, as though you had spoken the dialect of the moon. But if you say, "You go me catchee bring one piecee glass water; avey," and his tawny face beams intelligence as he moves to obey the order. as he moves to obey the order.

In the phrase, "pigcon-English," the word pigeon means "business," and the word rigeon means "business," and the expression would be more intelligible if it were "business-English." Many of the foreigners living in China have formed the hapit of using this and other words in their Chinese sense, and sometimes one hears an affair of bisi-ness called "a pigeon." A gentleman, whom the writer met in China, used to tell, with a great

was a raving maniac; and that he was deal of humor, his early experiences with the allowed to preside at the circuits is a severer comment on the scientific ignorance than on "I had an introduction to a prominent merchant, who received me very kindly, and urged me to call often at his office. A day or two later I called, and inquired for him. 'Won't be back for a week or two,' said the clerk; 'he has gone 'into the country, about two hundred miles after a little pigeon.' I asked no questions, but as I bowed myself out, I thought, 'He must be a fool, indeed, and I was all wrong the proposed him a sensible man. Gut two who received me very kindly, and arged me to when I supposed him a sensible man. Go two bundred miles into the country after a pigeon, and a little one at that! He has lost his senses, is he ever possessed any."

Of course it will be necessary, in China, to use, in part at least, the language of the country

in transmitting telegrams. As the Chines-written language contains thousands of charac ters—linguists do not agree as to the exact number—it will not be impossible to make separate telegraphic signal for each character. Some of the missionaries and others who have lived long in China have endeavored to reduce those characters to symbols: a French savant claims to have arranged two hundred symbols, that comprise the written language of China, while Dr. Macgowan-formerly in the service of the East India Felcaraph Company-is the author of a system using less than twenty. Both of these gentlemen are confident of their ability to apply their inventions to the practical working of the telegraph; at any rate, they will soon have the opportunity of making the experiment Most of the business along the coast-line and between the treaty-ports will be transacted in English, by means of the ordinary apparatus, which will also be available for the symbolic methods.

Probably it will be more satisfactory to the Chinese to receive despatches not only in the exact language, but in the handwriting of the sender. This can be done by the Lenoir method —a French invention—and also by that of an Italian, whose name now escapes me. The French method is less cumber-ome and works with greater rapidity than the Italian one. and will probably be adopted for autographic telegraphing in China. The principle is the same as that which Mr. Bain attempted to introduce in America some years ago, but did not find practicable; its want of success in Mr. Bain's bands was due to the light demand for autographic depatches rather than to any defects of the system.

Could a native of China, or of any other country in the world, fail to acknowledge the power and importance of the telegraph, when he receives in a few moments a letter in his own lavguage, and in the familiar chrrography of a friend a hundred or a thousand miles away? wonder and respect would be greatly creased if the intelligence was borne to him beneath the waters and by no visible pathway. Apart from its value as a financial speculation the enterprise of supplying a telegraph system to China has a great national importance. The gift of the youngest nation to the oldest is, commercially and socially, important, as well as politically and evangelically. In commerce it will serve to make more intimate the relations of the two countries, and will fitly succeed the establishment of a steam line from Calfornia to the Chinese coast, and the completion of our great national undertaking, the Pacific Railway. Socially, it will awaken sympathics between two people, whose language, customs, and modes of daily life are strange and almost incomprehensible to each other. Politically, it will serve as a bond of peace and good will, and as time goes by and the nations become more intimate, will render of title moment the diplomat and the warriors who too often accompany him. Evangelically, it will make more welcome the missionaries from a land that first brought the telegraph into practical use, and will facilitate their labors in he proportion that it creates a kindly regard for America.

- Gouned is composing a requiem. -Miss Louisa Pyne is to marry a Mr.

-Barnum has imported a herd of cows from Holland.

-The Queen of Madagascar has abolished idol worship. -McGregor, of the Rob Roy cance, has gone

off to do the Suez Canal in his craft. -A French Bohemian has written a parody or-the refrain is

-Antonio Vechte, the eminent French ar tist, is dead. For two table ernaments the Baron de Rothschild paid him 180,000 francs. -A gold searcher in Tennessee has unearthed the backbone of an immense jointed snake, in which are nine hundred and eighty-

two joints. -H. W. Grinnell, of New York, late Lieutenant U. S. N., has been appointed Inspector-General of the Japanese Navy, at \$15,000 per annum.

## RAILROAD LINES.

DENESYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFEOT SEPT, 18, 1868,
The trains of the Pennsylvania Central Reliroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the Market
Streets cars, the last car connecting with each train
leaving From and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets
cars run within one square of the Depot.
On Sundays—The Market Street cars leave From
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 Nimh 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. 961 Chesnut street, or No. 116 Market street, will
receive attention. TRAINS LEAVE DEPOT, VIZ:-

| Mail Trains LEAVE DEPOT, VIZ.—
| Mail Trains LEAVE LEAVE DEPOT, VIZ.—
| Mail Trains LEAVE LEAV TRAINS ARRIVE AT DEPOT, VIZ.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA
On and after MONDAY, October 5, 1888, Trains will
leave as follows:—
Leave Philadelphia from the Depot, THIRTYPIR-T and CHESNUT Streets, 7 45 A. M., 11 A. M.,
2 30 P. M., 4 15 P. M., 4 50 P. M., 6 15 and 11 38 P. M.
Leave West Chester for Philadelphia, from Depot
on Past Market street, at 6 25 A. M., 7 45 A. M., 8 50 A.
M., 10 45 A. M., 1 35 P. M., 4 50 P. M., and 6 55 P. M.
Trains leaving West Chester as 8 30 A. M., and leaving Philadelphia at 4 50 P. M., will stop at R. 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 7 40
A. M., and going West will take the train leaving
Philadelphia at 4 50 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by tion. The Depet in Philadelphia is reached directly by the Cheenst and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines concess with each train upon its arrival.

ON SUNDAYS,

I cave Philadelphia at 8:30 A. M. and 20° P. M.
Leave West Chester at 7:35 A. M. and 4:00 P. M.
Trains leaving Philadelphia at 7:45 A. M. and 4:50
P. M. and reaving West Chester at 8:0) A. M. and 4:50
P. M. connect at B. C. Jonetlon with Trains on P. &
B. C. R., for Oxiord and intermediate points.
4:102
HENRY WOOD, General Sup't.

RAILROAD LINES.

PEADING BAILROAD.—GREAT TRUNK
LINE from Philadelphia to the interior of
Pendayivanta, the Schuyiktil, Susquehauna, Camberland, and Wyoning Valleys, the North, Northwest, and the Canadaa, Sammer Arrangement of
Passenger Trains, Monday, August 3, 1855, leaving the
Company's Depot, Thirteenth and Callowhill streem
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 739 A, M.
for Reading and all inhermediate stations, and Allen
lows.

Resurning, leaves Reading at 538 P M. Arriving

for Reading and all intermediate stations, and Allen tows.

Returning, leaves Reading at \$70 P. M., arriving in Philadelphia at \$75 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittsbon, York, Carlisle, Chambersburg, Hagermown, etc., article, Chambersburg, Hagermown, etc., and the \$15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawins Ratiroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumbersaud Valley, and Schapkill and Susquehanna trains for Northmaberland, Williamsport, York, Chambersburg, Pinerrova, etc.

AFTERNOON EXPERSS.—Leaves Philadelphia at \$70 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Cotembia Railroad trains for Columbia, etc.

POTTSTOWN A COMMODATION.—Leaves Pottatown at \$45 A. M., slopping at Intermediate stations.

town at 645 A. M., stopping at intermediate stations: arrives in Philadelphia at 905 A. M. Returning leaves Philadelphia at 420 P. M.; arrives in Potsstown at 640 P.M. READING ACCOMMODATION-Lauves Reading

READING ACCOMMODATION—Leaves Reading at 730 Å. M., stopping at all way stations; arrives in Philadelphia at 10 10 Å. M.

Returning, leaves Philadelphia at 515 P. M.; arrives in Reading at 805 P. M.

Trains for Philadelphia leave Harrisburg at 510 Å.

M., and Pottsville at 845 Å. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 705 P. M. and Pottsville at 246 P. M.; arriving at Philadelphia at 245 P. M. tarriving at Philadelphia at 245 P. M. Connecting at Reading with Atternoon Accommodation south at 530 P. M., arriving in Philadelphia at 12 45 noon for Postaville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia at 12 45 noon for Postaville 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 Fottsville at 840 A. M., and Philadelphia 213 is P. M.; leave Philadelphia for Reading at 850 A. M., returning from Reading at 452 P. M.

Reading at \$40 A. M., returning from Reading at \$11 P. M.

UHESTER VALLEY RATEROAD,—Passengers for Downingtown and intermediate points take the 7-20 A. M., 18-50 and \$20 P. M. trains from Philadelphia, returning from Downingtown at 5-20 A. M., 190, and 5-45 P. M.

PERKIOMEN RAILROAD,—Passengers for Skippack take 7-30 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 Skippark.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 00 and 5 06 P.M., passing Reading at 1 10 A. M., 1 34 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williams port, Emiras Battmore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, on arrival of Penns, Ivania Express from Pittsburg, at 2:30 and 5 25 A. M., 935 P. M., passing Roading at 444 and 7 06 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 Olty and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 05 P. M. Mail train for Harrisburg leaves New York at 2 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6 45 11 26 A. M., and 6 40 P. M., returning from Tamaqua at 8 35 A. M., and 2 15 and 4 35 F. M., SCHUYLKILL AND SUSQUEHANNA RAIL-

P. M. SUHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Trains leave Anburn 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 12:50 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M.

P. M.
TICKETS.—Through first-class tickets and emigrant lickets 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 Pottatown; Accommodation Trains, at reduced rates. rates. Excursion Tickets to Philadelphia, good for day only, are soid at Rending and Intermediate Stations by Reading and Pottstown Accommodation Trains at

by Reading and Potistown 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 Super-Intendent, Reading.

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

Aftenge Tickets, good for 2000 miles, between all points, at 45250 each, for families and firms.

Season Tickets, for three, six, uine, 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 formshed with cards, enthing themselves and wives to tickets at hall fare.

Excursion tickets 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.

\*\*Excursion Leave Philadelphia daily at 435 A.\*

\*\*Manufacture Leave Philadelphia daily at 435 A.\*

\*\*Manufa

Aixlis close at the Philadeiphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. BAGGAGE.—Dungan's Express will collect Bag-gage for all trains leaving Philadeiphia Depot, Orders can be left at No. 25 S. Fourth street, or as the Depot, Thirteenth and Callowhill streets.

PHILADELPHIA AND ERIE RAILROAD,
THROUGH AND DIRECT ROUTE BETWEEN
PHILADELPHIA, BALTIMORE, HARRISBURG,
WILLIAMSFORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.
GION OF SECRET OIL RE-

GION OF PENNSYLVANIA.

Elegant Sicepting Cara on all Night Trains.
On and after MONDAY, September 14, 1868, the
trains on the Philadelphia and Eric Radroad will
run as follows:—

WESTWARD.

	WEST WARDS
MAIL TRAIN	leaves Philadelphia 10 4 P. M
M. 21.	" Williamsport 8'20 A. M.
4.	arrives at Erie 9 25 P. M.
	BILLIACE BY DELICE THE COLUMN TO SEE TO DE
ERIE EXPRE	SS leaves rhiladeiphia
29.	" Williamsport 8 35 P. M.
- 10	arrives at Erie 9:30 A. M.
THE WIDA WAT	L leaves Philadelphia 8'00 A. M.
Enmitte mar	" Williamsport 6 2s P. M.
	Trainment Des L. M.
	arrives at Lockhaven 745 P. M.
72	EASTWARD,
MAIL TRAIN	leaves Erie10'50 A. M.
ALERCATO SE DITTORNO	" Williamsport 10 15 P. M.
**	arrives at Philadelphia 7'00 A. M.
PRID EXPER	
EFIE EXPEE	SS leaves Erle 7's5 P. M.
	" Williamsport 8'15 A. M.
**	arrives at Philadelphia 5'00 P. M.
Mail and Ex	press connect with Oil Creek and
	Railroad, BAGGAGE CHECKED
	THEORY DAGGAGE CHECKED
THEOUGH.	A W TRANSPORT W. PROTECT THAN
	ALFRED L. TYLER,
1 12	General Superintendent.

HILADELPHIA, GERMANTOWN, AND ROBRISTOWN RALLROAD—TIME TABLE. FOR SERMANTOWN.

Leave Philadelphia 6, 7, 8, 8 25, 10, 11, 12 A. M., 1, 2, 34, 534, 4, 5, 54, 6 10, 7, 8 9, 10, 11, 12 P. M.

Leave German town 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M., 1 2, 3 4, 43, 6, 65, 7, 8, 9, 10, 11 P. M.

The 8 2 Lown Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 24 A. M., 2, 7, 10% P. M.

Leave Germantown 85 A. M., 1, 6, 94 F. M.

CHESTNUT HILL ISALEROAD.

Leave Philadelphia 2, 8, 10, 12, A. M., 2, 3%, 63, 7, 9 and 11 P. M.

Leave Chestnut Hill 7 16, 8, 9 40, and 11 10 A. M., 1 48 2 40, 5 40, 5 40, 5 40 and 10 40 F. M.

Leave Chestnut Hill 7 750 A. M., 12 40, 5 40 and 9 25 P. M.

Leave Chestnut Hill 7 750 A. M., 12 40, 5 40 and 9 25 P. M.

REIGHT LINES FOR NEW YORK AND
ALL POINTS NORTH and EAST, and for all
slattone on Camden and Amboy and Connecting
Railroads, from Walnut street winer.

INCREASED DESPATOR.

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

For Trenton, Frinceton, Kingston, Rocky Hill, and
all points on the New Jersey and Beividers Railroads, forwarded at 25 P. M.

For New York, at 12, 25, and 5 P. M.

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

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

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

\*\*WALTER FREEMAN, Agent,
Philadelphia.

WEST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 16, 1882.
TRAINS LEAVE AS FOLLOWS.
For Cape May and Stations below Millville, 3:15
P. M.
For Miller Wester Williams Commencing Commencing September 16, 1882.

For Millville, Vineland, and intermediate stations
5-15 A. M., 2-5 P. M.
For Bridgeton, Salem, and way stations 5-15 A. M.
and 2:20 P. M.
For Woodbury at 5-15 A. M., 3-13, 3-20, and 6-00 P. M.
Freight train leaves Camden daily at 12 o'clock noon.
Freight received at second covered whast below warnut street, daily.
Freight Delivered No. 278 South Delaware avenue.
WILLIAM J. SEWELLIA.
5-15
Superintendent.

RAILROAD LINES.

THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Ession, Altentown, Mauch Chonk, Hasleton, White Haven, Wilkesbarre, Mahanoy (ity, Mount Carmel, Pittston, Scratton, dale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Faliacelphia, N. W. corner of BERES and AMERICAN streets.

Likvan Dailly TRAIN—On and after Wildensey, July 25, 186, Passenger Trains leave the New Depot, corner of BERES and AMERICAN streets.

ALIEVAN DAILLY TRAIN—On and after Wildensey, July 25, 186, Passenger Trains leave the New Depot, corner of BERES and AMERICAN streets, daily (fyradeys excepted), as follows:—AL 648 A. M.—Accommodation for Fort Washington. sirecir, daily (Frendry er sepied), as follows:—
At 5'85 A. M.—Accommodation for Fort Washington.
At 7'85 A. M.—Morning Express for Bethlebern and Frincipal Stations on North Pennsylvania Exitrona, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Radiroads for Easton, Altentown, Catasanqua, Slatington, Masch Chunk Weitherly, Jeanesyllie, Hauleton, White Haven, Wilscebarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys, also in conduction with Lehigh and Wyoming Valleys, also in conduction with Lehigh and Wyoming Valleys, also in conduction with Lehigh and Mahaboy Radiroad for Mananoy City; and with Catawissa Radiroad for Mananoy City; and with Catawissa Radiroad for Rupert, Daoville Milton, and Williamsport Arrive at Macch Chunk at 12'05 A. M.; at wikeebarre at 5', M.; at Mabanoy City at 2 f. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11'55 A. M. for Easton, and points on New Jersey Central Hallroad 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 10'20 A. M.—Accommodation for Fort Washington, snopping at Intermediate Stations.

At 1'25 P. M.—Lebigh Valley Express for Bethlehem, Allestown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanay City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions, At 2'25 P. M.—Lebigh Valley Express for Boylestown, stopping at all intermediate stations, Passengers for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 2'25 P. M.—Lebigh and Susquenanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 5'06 P. M.—Accommodation for Doylestown, At 5'06 P. M.—Accommodation for Port Washington; for Raston, A lentown, Mauch Chunk, Wilkesbarre, and Scranton and Busquehanna Evening Train for Easton, A lentown, Mauch Chunk, At 1'20 P. M.—Accom TRAINS ARRIVE IN PHILADELPHIA,

il's A. M. and 2'00 P.M. Trains makes direct connection with Leoigh Valley and Lehigh and Susqueinana trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton. City, and Hazleton.

Passengers leaving Wilkesbarre at 145 P. M. connect at Bethlehem at 505 P. M., and arrive in Philadelphis at 8:30 P. M.

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

From Lansdale at 7:30 A. M.

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

P. M. ON SUNDAYS.

Philadelphia for Bethiehem at 920 A. M. Philadelphia for Doylestown at 200 P. M.

Doylestown for Philadelphia at 700 P. M.

Bethiehem for Philadelphia at 430 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 Esgage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office. No. 108 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 WHARF. 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... 200 At 3 30 P. M., via Camden and Jersey Oity Ex-

At 6 P. M., for Amboy and intermediate stations.
At 8 P. M., for Amboy and intermediate stations.
At 8 and 10 A. M., 2 and 3 a P. M., for Freehold.
At 8 and 10 A. M., 2, 3 a and 4 a P. M. for Trenton.
At 5 ac, 8, and 10 A. M., 1, 2, 3 a a, 4 a, 8, and 11 a.
M. for Bordentown, Burlington, Beverly, and P. M. for Bordentown, Burlington, Beverly, and Delanco,
At 5:36 and 10 A. M., 1, 2, 3, 8:30, 4:30, 6, and 11:30 P. M.,
for Florence.
At 5:36 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M.,
for Florence.
At 5:36 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
Sireet Ferry (upper side),
FROM KENSLINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New
York Express Line, Fare 33,
At 5 and 11 A. M., 2:30, 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.

and Tullytown.

At 7 and 1915 A. M., 230, and 5 P. M. for Schencks and Eddington

At 7 and 1915 A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissing-ming, Byliosburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stateous.

At 1'80 A. M. on Mondays only—New York Express Line, Fare, \$3 25.

The 9'84 A. M., and 6'80 P. M. Lines will run daily, All others, Sundays excepted.

At 9'30 A. M., 1'40 6'80, 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, Scheuck's, Eddington, Cornwells, Torrisdate, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frank-ford,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheenntstreet, 3e minutes before departure. The ears on Market street Raliway 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 DELAWASE RAILROAD LINES,
From Renaington Depot,
At7'00 A. M. for Nisgara Falls, Buffato, Dunkirk,
Elmira, Ishaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7 00 A. M. and 3'30 P. M. for Scranton, Stroudaburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3'30 P. M. Line connects direct
with the Train Teaving Raston for Mauch Chunk,
Alientown, Bethlebem, etc.
At 5 P. M. for Lambertville and intermediate Statloos.

CAMDEN AND BURLINGTON CO., AND PEM.
BEKTON AND HIGHTSTOWN RAILEOADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M., 1, 83v, and 5'30 P. M., for Merchantsvine, Moorestown, Hartford, Masonville, Hainsport, Mount He'ly, Smithville, Ewansville, Vincentown Birmingham, and Pemberton.
At 7 A. M., 1 and 3'50 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Highistown, WILLIAM H. GATZMER, Agent, 6152

September H. 1868.

SHILADELPHIA, WILMINGTON AND BAL.

TIMORE BAILEOAD.

TIME TABLE,

commencing MONDAY, October 5, 1868, Trains will

save Depot corner of EROAD Street and WASHIRC-TON Avenue as follows:

Way-hiall Train at \$50 A. M. (Sundays excepted)

for Baltimore, stopping at all Regular Stations, con
necting with Delaware Railroad at Wilmington for

Classeld and Intermediate Stations,

Express Train at 11 45 A.M. (Sundays excepted) for

Baltimore and Washington, stopping at Wilmington,

Perryville, and Havre-de-Grace. Connects at Wil
mington with train for New Castle.

Express Train at 408 P. M. (Sundays excepted) for

Baltimore and Washington, stopping at Cheeter,

Thurlow, Linwood Chaymont, Wilmington, Newport,

Stanton, Newark, Elision, Northesst, Charlestown,

Perryville, Havre-de-Grace, Aberdeen, Perryman's,

Edgewood, Magnolia, Chase's and Stemmer's Run,

Night Express at 1120 P. M. (Daily) for Baltimore

and Washington, stopping at Chester, Thurlow, Lin
wood, Claymont, Wilminston, Newark, Ekton,

Northesst, Perryville, and Havre-de-Grace.

Passengers for Fortress Monroe and Norfolk will

take the 1.45 A. M. Train

WILMINGTON TRAINS,

Stopping at all stations between Philadelphia and

Wilmington.

Leav's Philadelphia at 11 to A. M., 250, 500, and

700 P. M. The 500 P. M. Train connects with Delaware

Railroad for Harrington and Intermediate stations,

Leave Wilmington 700 and 510 A. M., 700, 516, and

7.00 P. M. The 500 P. M. Train connects with Delaware

Railroad for Harrington and Intermediate stations,

Leave Baltimore 725 A. M. Way-Mali: P35 A. M.

Express 225 P. M., Express 725 F. M., Express

SUNDAY THAIR FROM SALTIMORE,

FEOM BALTIMORE TO PHILADRILPHIA.

Leave Baltimore 725 A. M. Way-Mali: P35 A. M.

Express 225 P. M., Express 725 F. M., Express

SUNDAY THAIR FROM SALTIMORE,

Ferryman's, Aberdeen, Havre-de-Grace, Perryville,

Charlestown, North-East, Elston, Newark, Stanton,

Newport, Wilmington, Claymout, Linwood, and

Chester.

The Touch tickets to all points West, South, and

South

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILEGAD, to Wikesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Railroad and its branches.

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

Goods delivered lat the Through Freight Depot, E. E. corber of FRONT and NOBLE Streets, Before 5 P. M., will reach Wikesbarre. Ununcusmic Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before. II A. M. of the succeeding day.

## AUCTION SALES.

DUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 222 and 224 MARKET Street, corner
of Hank sireet. Successors to John B. Myess & Co.

LARGE SALE OF CARPETINGS, 209 PIECES
FLOOR OIL CLOTHS, Eff.
On Friday Morning,
October 25, at 11 o'clock, on four months' credit,
about 209 pieces of ingrain. Venesian. list, berns,
cottage, and rag carpetings; 260 pieces floor of
cit the, etc. LARGE SALE OF FRENCH AND OTHER EURO

PEAN DRY GOODS, ETC.

On Monday merring,

Oct. 26, at 10 o'clock, on a months' credit. [16 26 88 LARGE SALE OF 1800 CASES BOOTS, SHOWS,
TRAVELLING BAGE, ETC.
On Tuesday Morning.
October 27, at 10 o'cleck, on 4 months' oredit, 710 81 20

THOMAS BIRCH & SON, AUCTIONERES

AND COMMISSION MERCHANTS, No. 1150

OHESNUT Street; rear entrance No. 1107 Sanson #

Sale at No. 1110 Chesnut street.

EUF FRICH NEW AND SECOND HAND HOUSE.
HOLD FURNITURE. PIANO FORTES, LARGE MANTEL AND PIER MIRRORS, CARPETS, OIL PAINTINGS. PARLOR ORGAN, PLATES WARE, LIQUORS. EIC.

On Friday Morning.

Commetcic at 90'clock, at the suction store, No. 1116 Chesnut street, will be sold a large assortment of superior nousehold furniture, from lamilies declining houst keeping—comprising velvet. Brussels. and ingrain carpets: elegant suits of parlor furniture; suim of walnut chamber furniture; wardrobes, book-cases, extension dining tables, elegant music cases, marb e-top tables, sotas, large French iplate mantel and pier militoris; beds and matresses; aliver-plated wars, china, blankets, etc.
PLANO FORTES.—Also, several rosewood planofories.

Alto, one parlor organ.

Alto, one parter organ.
OIL PAINTINGS—An invoice of handsome off paintings in gilt rannes.
WINES AND LIQUORS,—Also, an invoice of sherry and pors wines: whisky; brandy and gin in demijohns.

M. THOMAS & SONS, NOS. 139 AND 142 SALE OF VALUABLE MISCELLANEOUS BOOKS From libraries; many of them in fine bindings. On Friday aftermoon, Oct. 23, at 4 o'clock. [10 22 21 22

Sale No. 1214 Spruce Street, for account of United States.

OFFICE FURNITURE, DESKS, TABLES, CHAIRS, MATTING, ETC
On Saturday Morning.

October 24, at 1s o'clock, at No. 1211 Spruce street, for account of the United States, a quantity of office furniture, comprising nine desks, ten tables, twenty-seven chairs, lounge, matting, stoves, desk, furniture, etc. etc.

MARTIN BROTHERS, AUCTIONERS,
(Lately Salesmen for M. Thomas & Sons)
No. 529 CHESNUT.St., rear entrance from Minor.

To Stationers and Others—Peremptory Sale at No. 506
Chesnut street.
STATIONERY, BLANK BOOKS, FANOY GOODS,
120 CASES INKS ETC.
On Friday Afternoon,
23d inst. at 4 o'clock, at the Auction Reoms, by catalogue, an assortment of staple and fancy stationery,
b ank books, fancy goods mucilage, propelling pencils, etc.

b-ank books, fancy goods muchage, propering peacilv. etc.
Writing and Copying Inks.—Also, 120 cases writing
and copying inks of good manufacture. 10 20 21

Bale Rear of No. 742 S. Front street.

LARGE COPPER STILL WORMS, ETC., OF A
DISTILLERY.
On Monday Afternoon,
26th inst., at 3 o'clock, at the distillery, rear of No.
713 S. Front street, large copper still, 100 gallons; copper still, amaller; worm, doubler, 5 copper pumps,
lead pipe, 13 fermenting tubs. 2 large codar tubs, etc.
May be seen on the day of sale.

10 20 56

kad pipe, 13 fermenting tubs, 2 large codar tubs, etc.

Sale No. 1638 Green street.

HANDSOME RESIDENOR AND FURNITURE.
VERY SUPERIOR WALNUT FUR NITURE, ELBGANT ROSEWOOD PIANO-FORTES, FIRE
FRENCH PLATE MANTEL AND PIER MIRROSS, VERY FINE OIL PAINTINGS, HANDSOME VELVET CARPETS, ETC.

On Tuesday Morning,
27th instant, at 10 o'clock, at No. 1638 Green street,
by catalogue, the very superior walnut furniture, including walnut and hair-cloth parlor furniture, superior chamber furniture, extension table, fine lace
window curtains elegant rosewood plano-forte, 7
octaves; fine French plate mantel and pler mirrors,
hand-come glit frames; very fine oil paintings by fine
Moran, Fablisher, Fennimore, Juliard, and others;
hand-some velve: and ingrain carpets, oil clothakitchen utensils, etc. etc.
May be examined at 80 clock on morning of sale.

HANDSOME RESIDENCE.

Immediately previous to the sale of Furniture, at
10 o'clock, will be sold, on the premises, all that handsome modern three-story brick initation brown-stone
Residence, with couble three-story back buildings
and lot of ground, 18 feet front and 198 feet deep,
situate on the south side of Green street, east of Seventeenth street, No. 1638. The house is well built; has
been recently put in excellent repair; has parlor,
dining from and kitchen on the first floor; bath, hot
and cold water; gas throughout; range, etc. Immeclate possession.

VALUABLE MEDICAL AND MISCELLANEOSB

VALUABLE MEDICAL AND MISCELLANEOUS Oct. 20, at 3 o'clock at the auction rooms, No. 525 Chesnut street, valuable medical and miscellaneous library, including many rare works on early American History.

I IPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE OF FELT AND VELVET GOODS, MILLINERY GOODS, STOCK OF NO-TIONS, STOCK OF GOODS, ETC. On Friday Morning. Oct. 23, comprising about scolous of desirable goods by catologue. 10 21 24

CLABK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening,
A large invoice of Blankets, Bed Spreads, Dry Goods,
Cloths, Cassimeres. Hosiery, Stationery, Table and
Pocket Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash.
Goods packed free of charge,

C. D. MCCLFES & CO. AUCTICNEERS DALE OF 1700 CASES BOUTS, SHOES, BROGANS, BALMORALS, ETC.
On Monday Morning,
October 26, commencing at 10 o'clock, we will sell,
by catalogue, for cash, 1700 cases men's, boys', and
youlha' boots, shoes, brogans, balmorals, etc. Also,
a large line of isdies', misses', and children's dilymade goods. C. D. McClees & Co , Auctioneers, No.
(6) Market street.

FIRE AND BURGLAR PROOF SAFES

C. L. MAISER. FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

STEAMBOAT LINES.

No. 434 RACE Street,

PHILADELPHIA AND TRENton Steamboat Line.—The steamboat
in with suik Est leaves a RCH street Wharf, for
Trenton, stopping at Tacoay, Torresdate, Beverly,
Burlington, Bristol, Florence, Robbins' Wharf, and
White Hill.
Leaves Arch street Wharf Leaves South Trenton.
Saturday, Oct. 18, 19 P.M. Saturday, Oct. 17, '5 P.M.
Sunday, Oct. 18, 16 Burlington, Bristol, and intermediate landings, leaves Arch street wharf at 8 A.M.
And 2 P. M.; leaves Bristol at 10; A. M., and 4% P. M.
Monday, Oct. 19, 1% P.M. Monday, Oct. 19, 5% P.M.
Tuescay, "20, 25; P.M. Tuesday, "20, don's go
Weo'day, "21, \$ P.M. Wed'day, "21, 7 A.M.
Thursday "22, 8 P.M. Thursday, "22, 8 A.M.
Friday, "23, don't go Friday, "25, 9 A.M.
Fare to Trenton, 40 cents each way; intermediate
places, 25 cents.

FOR WILMINGTON, CHESTER,
AND HOOK.—Fare, 10 cents. Excuraion tickets, 15 cents.
The catatier ARIEL leaves OHESNUT Street
wharf at 5 45 A. M., and returning leaves Wilmington at 2 P. M. Excursion tickets, 15 cents. The
steamer c. M. FELITON leaves OHESNUT Street
Wheel at 3 P. M. Fare, 10 cents. FOR WILMINGTON, CHESTER

OPPOSITION TO THE COM-BINED RATE WILL Make dally Steamer JOHN SYLVESTER will make dally scausions to Wilmington (Sunday screeted), quobing as thester and Marcus Hook, leaving ARUH Street what fat 9-45 A. M. and 3-30 P. M. returning, leav Wilmington at 7 A. M. and 12-30 P. M. Light freights taken,

Ly, BURNS, Captain,

pally Excursions.—THE splendid steamboat John A. WAR-Nek, caves Chilesn UT Street Wharf, Philads, at to clock and 6 o'clock F. M., for Barlington and Bristol, touching at Riverion. Toursedays, Andatunia, and Beverly. Returning leaves Bristol at Y o'clock A. M., and 4 P. M.

FOR NEW YORK—SWIFT-SURB and Swift-sure Lines, via Delaware and Raritan Canal, on and after the isther March, leaving duly at 12 2, ead 5 P. M., connecting with all Northern and Restern lines.

For treight, which will be taken on accommodating forms, apply to WILLIAM F. BAIRD & CO., 118 S. DELAWARE Avenue.