THE NEW YORK WILDERNESS.

From Colton's Journal of Geography. The northern and northeastern portions of the State of New York are for the most part rugged and mountainous to such an extent as to have checked the march of improvement, and to leave a large territory in nearly the same condition as when the aborigines held undisputed

The section of country more generally known The section of country more generally known as the Wilderness, the Adirondae Region, or the New York Woods, may be defined generally as that commencing at a point about ten miles southwesterly from Platisbarg, and running thence south to Luzerne; thence westerly to the westernly line of Herkimer county; thence northerly along said line and to the centre of Lawrence county, and thence to the place of beginning, comprising an area of more than five thousand square mites, as large as the whole of Connecticut, and more than Delaware

and Rhode Island together.
Commencing at the Mohawk Valley, we find six mountain ranges running nearly parallel in northeastern direction, and increasing in size as they advance. These ranges are for the most part from five to eight miles apart, but are not always continuous, and in some places their spurs or offshoots interlock each other to such an extent as to render it difficult to determine to which range a particular peak may belong. In other piaces they are broken through by valleys, which in their turn are interrupted by single mountains of sufficient size to fill the intermediate space between the ranges, lifting their heads far into the azure blue above. These isolated mountain masses seem to have a direction nearer north and south, thus standing obliquely to the ranges to which they may be supposed to belong, and rising in peaks far above the general altitude of the ranges, give to the country that romantic and alpine character for which it has become so

widely known.

This peculiar arrangement, by interlocking of the mountain peaks and valleys, and the conse-quent location of the multitude of ponds and lakes, forms one of the most curious features of

the country.

The most easterly of the six ranges is known as the Palmerston or Luzerne Mountains. In a valley of this range lie the beautiful waters of Lake George, 150 feet above Lake Champlain. The northerly end of the range terminates at Mount Defiance, near Ticonderoga, on Lake Champlain. Next westerly of this range are the Kayaderosseras, which strike Lake Champlain at Crown Point, ending with the cliff that overlooks Bulwagger Bay from an altitude of 1150 feet. The highest peaks of this range are a cluster in Schroon township, the most lofty of which is Mount Pharaoh, whose summit is nearly 4000 feet above tide water.

The third range is called the Schroon Mountains, in which is the beautiful lake of that

The fourth range terminates in the high bluffs at Willsborough, or Peru Bay. In this range are Dix Peak, Raven Head, Mount Discovery,

and other well-known peaks.

The fifth range ends on Lake Champlain, at Trembleau Point. This is the largest range north of the Mohawk, and was early known as the Clinton Rauge, white its remarkable group of high peaks was called the Adirondacs, which name has finally become attached not only to the range, but to the whole country for miles around. The highest peak of this range is Mount Marcy, which is the highest land in the State. Also belonging to this range are Mo-Martin, Saudanona, McIntyre, each upward of

5000 feet high. Northwest of the Adirondaes, strending in the same general direction, and scattered over a extent of country, are various groups of mountains not forming what can properly be called a range, but which for convenience have been designated as the Ausable Range. Among these we find Mount Seward, with an elevation of 5100 feet; Wallface Blue Mountain, with its beautiful lake, and others.

Still further to the north and west of these, gradually diminishing in size, lie other groups, which extend to the Black and St. Lawrence

while Mount Washington exceeds in height by some hundred feet the most lofty peak of the Adirondaes, taken as a whole the Adi-rondae group are loftier than the White Mountains, and excel them in the variety and loveliness of natural scenery. The lakes of the Adirondacs are surpassed in beauty by those of no other region, while the peculiar formation before referred to renders the whole section of easy access in consequence of a cuiminating or elevated point in the very heart of the Wilder-ness, forming a general watershed, from which are streams draining the country in every direction.

Among the most noted of the lakes are the Saranac, Upper and Lower Tuppers and Little Tuppers, Long Lake, Raquette Lake, Blue Mountain Lake, the Futton chain of Eight Lakes, Joe's Lake, Lake Pleasant, Round Lake, Moose Lake, Beech Lake; while farther to the east are Schroon Lake, Lake Luzerne, and others of less note, but not less beautiful.

From a point a little above the northern extremity of Lake Baranac, great valleys diverge to the northeast toward Piattsburg-northwest, toward Potsdam-and southwest, to the junction of the Moose and Black rivers. In these valleys lie most of the numerous lakes of the region, and which may properly be described as five groups, viz., the Saranac Lakes, comprising all that collection of lakes, ponds, and rivers of which Lake Saranac is the largest, and which discharge their waters through the Saranac river into Loke Champlain at Plattsburg; the Hudson river group lying to the south and southeast of the Baranac, which, although widely separated, all contribute to make up the Hudson river; the Fulton group, including the Eight Lakes, Moose Lake, etc., which are the headwaters of these rivers, which, uniting, form the Moose river; the Raquette Lakes, including Long Lake, Blue Mountain Lake, the Upper Lakes, etc., whose waters flow northwesterly through Raquette river into the St. Lawrence; the St. Regis Lake, and Follenby's, Osgood's, and many other ponds that find an outlet in the St. Regis river that empties into the St. Lawrence little below the Raquette; and a collection of smaller lakes, the principal of which are Smith's and Salmon lakes, out of which flow streams that form the Beaver river, that flows westerly through the John Brown tract, and empties into the Black river.

One noticeable peculiarity of this valley is the short distance between the lakes forming the head-waters of streams that run in opposite directions; for instance, from the Eighth of the Fulton chain to Raquette Lake is but a mile and a quarter, but the waters from one flow south westerly to the Black river-of the other northerly to the St. Lawrence. From the southern end of the Adiroudac Pass issues the most northern branch of the Hudson river, and from the northerly end the western branca of the Ausable, which empties into Lake Cham-plain. These narrow water-sheds are so numerous that the communication by boat between the principal lakes is obstructed only by a few carries and falls which are easily overcome, and only give greater pleasure to

This region has for some years past been a favorite resort for sportsmen. And as the stories of its wonderful beauty were told, fair ladies as well as brave men were induced to venture, until now the number of tourists who visit the Wilderness in each year are counted by thou-sands. In various sections the homes of the settlers are open to the stranger; and in a few locations houses for the entertainment of toursts have been erected, so that those who prefer sleeping under a roof to "roughing it in the bush" can be accommodated. Guides—an ab-solute necessity—can be had for a fair remuneration; and air and exercise that will give color o the tace and strength to the system for the

In Scarch of Health under Difficulties: A correspondent of an English paper writes

from Aix-les-Bains, Savoy:-

"Let me describe the health-seeking proceedings of a patient at Aix for one day. I will take a lady. (By the way, you go there for rheumatism and gont, diseases of the skip, throat, indigestion-every description of malady, as far as I can make out by the 'Indicateur.') Well, at 5 o'clock in the morning a servant knocks at the door; the lady is already supposed to be in her morning robes. \$12,000 and yields \$500 a month.

Two men put the patient into a sort of sedan chair, which is a seat surmounted by a canvas roof and screening curtains. The lady finds herself suddenly shrouded in this yellow and red-striped drapery, like an Eastern princess on her travels. You are taken off by the offi-cial porters downstairs, through the streets until you get to the watering establishment, a large building elaborately constructed for every conceivable description of bath, douche and vapor application. Screened and hidden from the world in your palanquin, the careful porteurs place you in a chamber, where appear two females in short blouses, with all the other parts of the form nude and looking red and brown from the continual action of the

"The patient enters a second vaulted chamber, introduced by the couche women referred to, precisely in the condition, as regards toilette, as your first female parent took her bath. Here the lady is placed in a chair; above and about are mysterious pipes and receptacles for water, and ropes, and indiarubber tubes with metal-pierced mouth; syringes, queer-looking pumps, and on a shelfholding some bottles containing restoratives. All these media for squirting keep up a peculiar conversation of their own-hissing, faintwhistling, dribbling sounds, originating in an intense anxiety on the part of the water to be let off. The bathing women, according to the orders of the medical man, manipulate the effete limb or toe, whilst the douche is simultaneously applied, hot or cold, or both. After about fifteen minutes of the furious rain and kneading, the patient is wrapped up in blankets without dressing and again put into the sedan chair, well screened, then carried to the hotel, and by the porters in this state put into bed.

"The half-muffled respiratory organs and enveloped body soon cause the patient to perspire, and this is certainly a proved remedy for rheumatic affections such as originate in accident, and are not constitutional. The maid ere long unrobes her mistress mummy, dresses her in a very fashionable costume, it may be, and she goes down to a breakfast of fish, flesh, fowl, and fruits at 10 o'clock, meeting a hundred other fashionable bathers, who have all that morning been bathing or steaming, or undergoing the pleasing sensation of fierce injections from snaky tubes."

How to Treat the Indians. Mr. Bowles, of the Springdeld (Mass.) Repub-

lican, in a letter from Denver, devotes much space to the Indian question. We quote a few

The wild clamor of the border for the indiscriminate extermination of the savages, as of wolves or other wild beasts and vermin, is as barbarous as the long dominating thought of the country against the use of force and its incident policy of treating with the Indian as an equal of the white man is unintelligent and impracticable. The conflict between them, with the varying supremacy of cach, has brought us nothing but disaster and disgrace: we have alternately treated these vagrant children of the wilderness as if we were worse barbarians than themselves, or downright fools. It is time we respected ourselves and commanded their respect. Now we do neither. In the first place, the care of the Indians should be put into a single department at Washington. Its division between the War and Interior Secretaries is the cause of half our woes. The War Office, as representing force, which is the first element in any successful dealing with ignorance and dependence, should monopolize their care. Then we should stop making treaties with tribes, cease putting them on a par with ourselves. We know they are not our equals; we know that our right to the soil, as a race capable of its superior improvement, is above theirs, and let us act openly and directly our faith. The earth is the Lord's; it is given by Him to the Saints for its improvement and development; and we are the Saints. This old Puritan premise and conclusion are the faith and practice of our people; let us hesitate no longer to avow it and act it to the Indian.

Let us say to him, You are our ward, our child, the victim of our destiny, ours to displace, ours also to protect. We want your hunting-grounds to dig gold from, to raise grain on, and you must 'move on.' Here is a home for you, more limited than you have had; hither you must go, here you must stay; in place of your game, we will give you horses, cattle, and sheep and flour; do what you can to multiply them and support yourselves; for the rest, it is our business to keep you from starving. You must not leave this home we have assigned you; the white man must not come hither; we will keep you in and him out; when the march of our empire demands this reservation of yours, we will assign you another; but so long as we choose, this is your home, your prison, your play-ground."

Say and act all this as if we meant it, and mean it. If the tribes would go and submit peaceably, well and good; if they would not, use the force necessary to make them. Treat them just as a father would treat an ignorant, undeveloped child. If necessary to punish, punish; subject any way; and then use the kindness and consideration that are consistent with the circumstances. Use the best of these white men of the border—these Indian agents many of whom are most capable and intelligent and useful men, to carry on and maintain this policy, so far as possible. Use the army, so far as is necessary to enforce it, but withhold the soldiers whenever it is not-for their presence on an Indian reservation is demoralizing to both parties—but let all authority proceed from a single head, and that head represent a single

Above all, stop the treaty-making humbug. It is the direct parent of all our Indian woes, and theirs too. Neither party keeps the bargain. The Indian is cheated; the Senate changes the provisions; a quibbling Secretary of the Interior or Indian Commission refuses to carry it out; and from Secretary down through contractor and agents something is taken off the promise to the ear by each, till it is thoroughly broken to the hope of the poor savage. What the Inand those who fulfil it on our part may or may not do this for him, oftenest not; he cannot tell what or how much he wants beforehand for these ends, and it he did, and bargained for it, the chances are ten to one that he fails to get it; or getting it squanders it at once, and hungry and neked he goes forth to seek relief, and hence his excuse and the excuse of his white sympathizers for war. But establish force for bargain; respons bility for equality; parentage for antagonism; see that he is put apart and kept apart from the tide of settlement and civilization; that he has food and clothing, supplying him the means to belp himself in the simplest forms possible—stock raising is practicable to all the tribes, and tilling the soil possible to most—and furnishing the rest from day to day; add such education as he will take, such elevation as he will be awakened to, and then let him dic-as die he is doing, and die he must-under his changed life.

This is the best and all we can do; his game flies before the white man; we cannot restore it to him if we would: we wouldn't if we could; it is his destiny to die; we cannot continue to him his original, pure barbaric life; he cannot mount to that of civilization; the mongrel mar-riage of the two that he embraces and must abmit to, is killing him-and all we can do is to smooth and make decent the pathway to his graye. All this is possible; it need not cost so much as the mixed state of war and bargaining that we have heretofore pursued; in the beginning there must be the display and the use of power to unlearn in the Indians the false ideas our alternately cowardly bargaining and cowardly bullying policy toward them has engendered; but once inaugurated, it will be simple and successful—it will give us peace, and them an easy path to the grave than lies before them now.

-Mazzini has issued an address to the Poles against the Turkish Empire. -Mr. Derly, the publisher, of New York, has a fruit farm in South Carolina, which cost RAILROAD LINES.

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

Passanger Depot in Philadelphia, N. Common Co. Coal Region.

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

ELEVEN DAILY TRAINS—On and after WEDNESDAY, July 20, 186. Passenger Trains leave the New Depot. corner of BERRE and AMERICAN streets. daily (Schooly excepted), as follows:—At 645 A. M.—Accommodation for Fort Washington.

ington.
At 7.45 A. M.—Morning Express for Bethlehem and
Principal Stations on North Pennsylvania Isaliroad.

Bethlehem with Lobier Valley and

At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Ballroad sonnecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Raston, Allentown, Catasauqua, Blatington, Mauch Chunk Weatherly, Jeanesville, Harleton, White Haven, Wilke abarre, Kingston, Pliston, and all points in Lehigh and Wyoning Valleys; also in connection with Lehigh and Wyoning Valleys; also in connection with Lehigh and Mahenoy Ballroad for Rupert, Daviville Milton, and Williamaport. Arrive at Mauch Chunk at 1208 A. M.; at Wilkerbarre at 8 P. M.; at Mahanoy City; and with Catawiesa Railroad for Rupert, Daviville Milton, and Williamaport. Arrive at Mauch Chunk at 1208 A. M.; as Wilkerbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train. Passing Bethlehem at 11:55 A. M. for Easton, and points on New Fersey Central Railroad to New York.

At 8:45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations.

At 1:62 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1:62 P. M.—Lehigh Valley Express for Bethlehem, Alientown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, M.; Carmel, Pittson and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2:38 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3:45 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 3:67 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 3:68 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 3:69 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 3:60 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 3:60 P. M.—Accommodation for Doylestown, stopping at all intermediate atations.

At 1:50 P. M.—Accommodation for Fort Washing-tonic Raston. Allentown. Mauch Chunk.

At 1:50 P. M.—Accommodation for Fort Washing-to

From Bethlehem at 900 and 11°05 A. M., 2°00 and 5°30 P. M., and 2°06 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehama trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hasieton.

Pansengers leaving Wilkesbarre at 1°45 P. M. connect at Bethlehem at 6°05 P. M., and arrive in Philadelphia at 8°30 P. M.

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

From Landale at 7°30 A. M.

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

TRAINS ARRIVE IN PHILADELPHIA.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Bethlehem at 2:30 P. 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. ELLIS CLARK, Agent, Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

1868 -FOR NEW YORK.-THE CAMDEN AND TRENTEN RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLAUES, FROM WALNUT STREET At 8 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 8'00
At 3 30 P. M., via Camden and Jersey City Ex-

At 5:30 and 10 A. M., 1, 5, 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).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 23.

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 Tullylown.

At 7 and 10:15 A. M., 2:30, and 5 P. M. for Scheneks. and Tullytown. A., 2.30, and 5 P. M. for Morrisville At 7 and 1915 A. M., 2.30, and 5 P. M. for Schencks and Eddington. and Eddington
At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells. Torrisdale, Holmesburg, Tacony, Wissing-ping, Bridesburg, and Frankford, and at 5 P. M. for

PROW WEST PHILADELPHIA DEPOT,
via Connecting Railway,
At 930 A. M., 1 '00 6'30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3 25,
At 1 A. M., Emigrant Line, Fare, \$2
At 1 % A. M. on Mondays only—New York Express
Line, Fare, \$2 25. ine. Fare, \$3.25. The 9.30 A. M., and 6.30 P. M. Lines will run daily. The 9-30 A. M., and 6-30 P. M. Lines will run daily.
All others, Sundays excepted.
At 9-30 A. M., 1-60 6-30, and 12 P. M. for Trenton,
At 9-20 A. M., 6-20, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenek's, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnutstreet, 3s minutes before departure. The cars 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 DELAWARE RAILROAD LINES,
From Kensington Depot.
At 7.00 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7.00 A. M. and 3.33 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3.30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Alientown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILEOADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M., 1, 5'30, and 5'30' P. M., for Merchspusylie, Moorestown, Hartford, Masonville, Hainsport, Mount Hotly, Smithyllie, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 and 5'20 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Highstown.
September 14, 1888,

Beptember 14, 1868.

DHILADELPHIA, WILMINGTON AND BALLERIMORE RAILROAD.

TIME TABLE,
commencing MONDAY, October 5, 1868. Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:
Way-Mail Train at 820 A. M. (Sundays excepted) for Estimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Cristaid and Intermediate Stations.

Express Train at 1145 A.M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havve-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted) for Baltimore and Washington, Stopping at Cluster, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, 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, Linwood, Claymont, Wilmington, Rewark, Eikton, Northeast, Perryville and Havre-de-Grace.

Passengers for Fortress Monroe and Norfolk will take the 11,40 A. M. Train.

Stopping at all stations between Philadelphic and Wilmington.

Leav's Philadelphia at 1150 A. M., 230, 550, and

Stopping at all stations between Philadelphia and Wilmington.

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

Leave Wilmington 7'00 and 5'10 A. M., 1'30, 4'15, and 7'00 P. M. The 5'10 A. M., Train will not stop between Chester and Philadelphia.

The 7'00 P. M. train from Wilmington runs daily, 'All other Accommedation trains Sundays excepted.

FROM RALITIMORE TO PHILADELPHIA.

Leave Baitimore 7'25 A. M., Way-Mail; 9'35 A. M., Express; 2'25 P. M., Express; 7'25 F. M., Express, SUNDAY TRAIN FROM BALITIMORE, SUNDAY TRAIN FROM BALITIMORE, Charlestown, North-Fast, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Chester.

Through tickets to all points. West, South, and Southwest, may be procured at the Ticket Office, No. 828 OHESNUT Street, under the Continental Hotel, where, also, state-rooms and bertis in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company. 482

H. F. KENNEY, Superintendent.

RAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILEOAD, to Wilkenbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Railroad and its pranches. all points on Lehigh Valley Railroad and instructions.

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

Goods delivered is the Through Freight Depot,

E. E. corner of FRONT and NOBLE Streets,

Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before, 11 A. M. of the succeeding day

[7 2] ELLIS GLARK, Agent RAILROAD LINES.

READING BAILROAD. GREAT TRUNK LINE from Philadeiphia to the interior of Pennsylvania, the Schuylkili, Susquehaana, 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 Philadeiphia, at the following hours:

MORNING ACCOMMODATIONS,—At 749 A. M. for Reading and all intermediate stations, and Allen town.

for Reading and all intermediate stations, and Allen town.

Returning. leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:18 P. M.,

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famsqua, Sunbury, Williamsport, Elmira. Rochester, Nisgara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagernlown, etc.,

The 7:30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schoylkill and Sunquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 270 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia. connecting with Reading and Columbia Railroad rains for Columbia, etc.

POTTSTOWN A CCOMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at intermediate stations: arrives in Philadelphia at 4 505 A. M. Returning leaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6:40 P. M.; arrives in Pottstown at 6:40 P. M.;

Philadelphia at 4 30 P, M.; arrives in Pottstown at 6 40 P. M.

READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stoppling at all way stations; arrives in Philadelphia at 10 15 A. M.

Resturning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 65 P. M.

Trains tor Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 35 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 705 P. M.; arriving at Philadelphia at 6 45 P. M.; arriving at Philadelphia at 6 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 8 25 P. M.; arriving in Philadelphia at 9 15 P. M.

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

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 30 A. M., and Philadelphia at 3 15 P. M.; leaves Philadelphia for Reading at 8 50 A. M., returning from Beading at 4 52 P. M.

UHESTER VALLEY RALEGOAD,—Passengers for Downingtown and Intermediate points take the

OHESTER VALLEY RAILROAD .- Passengers OHESTER VALLEY RAILROAD,—Passengers for Downlogtown and intermediate points take the 7-20 A. M., 12'45 and 4'30 P. M. trains from Philadeiphia, returning from Downlogtown at 6'20 A. M., 1'90, and 6'45 P. M.
PERRIOMEN RAILROAD,—Passengers for Skippask take 7-20 A. M. and 4'30 P. M. trains from Philadeiphia, returning from Skippask at 8'10 A. M., and 1'25 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Skippask.

pack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A M., 5 00 and NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A M., 5 09 and 3 09 P.M., passing Reading at 1 10 A M., 1 3 4 and 19 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Raliroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 2:50 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. Elesping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHROAD.—Trains leave Fottsville at 6 45, 11 36 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 RAIL-BOAD.—Trains leave Auburn at 7 05 A. M. for Pinestreve and Harrisburg, and at 12 15 P. M. for Pinestreve and Harrisburg, and at 12 15 P. M. for Pinestreve and Harrisburg, and at 12 15 P. M. for Pinestreve

BOAD,—Trains leave Auburn at 7.55 A. M. for Pinegreve and Harrisburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 8.20 P. M., and from Tremont at 7.40 A. M., and 5.35 P. M.,
TICKETS.—Through first-class tickets and emiserat tickets a lithe representation of the Contract 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

by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, 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, Treesurer, 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 \$52.50 each, for tamilies and firms.

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

Ciergymen residing on the line of the road will be furnaised with cards, entitaing themselves and wives to tickets at half 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 Trains leave Philadelphia daily at 4.38 A. M. 12-36 noon, 12-00, and 6 P. M., for Reading, Lebanon, Harrisburg, Fottsville, Port Clinton, and all points beyond.

Mails close as the Philadelphia Post Office for all beyond.
Malls 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 ERIB RAILROAD, DHILADELPHIA AND ERGE RAILROAD,
THROUGH AND DIRECT ROUTE BETWEEN
PHILADELPHIA, BALTIMORE, HARRISBURG,
WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSY LVANIA.
Elegant Steeping Cars on all Night Trains.
On and after MONDAY, September 14, 1868, the
trains on the Philadelphia and Eric Railroad will
run as follows:— WESTWARD.

WESTWARD. ELMIRA MAIL leaves Philadelphia...
Williamsport...
Williamsport...

ALFRED L. TYLER, General Superintendent. ALFRED L. TYLER,
General Superintendent.

DHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILROAD—TIME TABLE.
FOR OERMANTOWN.
Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A, M., 1, 2, 34, 35, 4, 6, 55, 610, 7, 8 9, 10, 11, 12 P, M.
Leave Germantown 6, 7, 75, 8, 6 20, 9, 10, 11, 12 A, M., 1 2, 5, 4, 45, 6, 65, 7, 8, 9, 10, 11 P, M.
The 8 20 Down Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 9% A, M. 2, 7, 10% P, M.
Leave Germantown 84, A, M. 1, 6, 9% P, M.
CHESTNUT HILL BAILROAD.
Leave Philadelphia 8, 8, 10, 12, A, M., 2, 3%, 5%, 7, 8 and 11 P, M.
Leave Chestnut Hill 7:10, 8, 940, and 11 10 A, M., 140
540, 540, 640, 640 and 10 40 P, M.
Leave Philadelphia 9% A, M. 2 and 7 P, M.
Leave Chestnut Hill 7:50 A, M. 1240, 540 and 925
P, M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 11 05 A, M. 15, 3, 45, 5%, 64, 305 and 11½ P, M.
Leave Rorristown 540, 7, 750, 9, and 11 A, M., 15, 2, 15, 5%, 64, 305 and 11½ P, M.
Leave Norristown 7 A, M., 520 and 9 P, M.
Leave Philadelphia 6, 75, 9, and 11 O5 A, M. 15, 2, 15, 5%, 64, 506, and 11½ P, M.
Leave Monristown 7 A, M., 520 and 9 P, M.
Leave Philadelphia 6, 75, 9, and 1105 A, 1, 15, 2, 15, 5%, 64, 506, and 11½ P, M.
Leave Manayunk 70, 7, 8, 20, 9%, and 11½ A, M., 2, 35, 5, 6%, and 9 P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.
Leave Manayunk 79, A, M., 6 and 9% P, M.

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.
INCREASED DESPATCH. 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, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Railroads, forwarded at 2% P. M.

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

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

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

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

FALL AND WINTER ARRANGEMENT.
rom foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 16, 1868.
For Cape May and stations below Millville, 5:18
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 5:30 P. M.
For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 P. M.
Freight train leaves Camden daily at 12 o'clock hoon. Preight received at second covered whasf below Walnut street, daily.
Walnut street, daily.
WILLIAM J. BEWELL.
9 15
Superintendent. 9 15

RAILROAD LINES.

DENMSYLVANIA CENTRAL BAILROAD. FALL TIME, TAKING EFFECT SEPT. 13, 1888.

The trains of the Pennsylvania Central Railrand leave the Lepot, at TH LETY-185T and Marks ET Streets, which is reached directly by the Market streets are the last car connecting while sach train leaving Frant and Market streets thirty minutes before its departure. The Cheenni 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.

Sieeping Car Trickets can be had on application at the Ticket office N. W. corner Ninth and Cheenut 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 Cheennut street, or No. 116 Market street, will receive attention.

reets, and at the department of the Union Transcript o Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-| TRAINS ARRIVE AT DEFO., VIZ.;
Clincin Lati Express	145 A. M.	
Philadeli bia Express	746 A. M.	
Pholi Accommodation	520 A. M.	340 and 740 P. M.
Parkesburg Train	540 A. M.	
Parkesburg Train	540 A. M.	
Past Line	973 A. M.	
Lancaster Train	1270 P. M.	
Lancaster Train	540 P. M.	
Control	540 P. M.	

WEST CHESTER AND PHILADELPHIA W RAILBOAD.—WINTER ARRANGEMENT.

On and after MONDAY, October 5, 1868, Trains will
leave as follows:— -On and after MONDAY, October 5, 1863, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 11 A. M., 2 30 P. M., 418 P. M., 420 P. M., 616 is and 11 31 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street, at 625 A. M., 745 A. M., 800 A. M., 1045 A. M., 125 P. M., 430 P. M., and 635 F. M.
Trainsleaving West Chester at 830 A. M., and leaving Philadelphia at 456 P. M., will stop at B. C. Junction and Media only, Passengers to or from station between West Chester and B. C. Junction, going Rass, 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. 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 connect with each train upon its

Leave Philadelphia at 8:30 A. M. and 2:03 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. B. for Oxiged and intermediate points. P. M., connect at B. C. Junction with B. C. R. R., for Oxford and intermediate points. HENRY WOOD, General Sup't.

FIRE AND BURGLAR PROOF SAFES FIRE-PROOF SAFIES.

\$16,000 in Money, valuable Books and Papers perfectly preserved through the fire of July 20, 1868, at Dove's Depot, South Carolina, in one of MARVIN'S SAFES, owned by DE LORME & DOVE.

50,000 feet of Lumber destroyed in our Planing Mill in Brooklyn, May 15, 1868. All our Money, Papers, and Books, saved in excellent order in a MARVIN'S SAFE Alum and Dry Plaster.

SHEARMAN BROS. Both of the above were VERY SEVERE TESTS.

PERFECT SAFE.

MARVIN'S

CHROME IRON SPHERICAL

BURGLAR SAFE

Cannot be Sledged! Cannot be Wedged!

Cannot be Drilled! CALL AND SEE THEM, OR SEND FOR DE-SCRIPTIVE CIRCULAR.

MARVIN & CO.,

PRINCIPAL 1721 CHESTNUT ST., WAREHOUSES, Masonic Hall), Phila. 265 BROADWAY, NEW YORK,

105 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal citie throughout the United States.

MARQUETTEI MARQUETTEI

Another letter from the great fire at Marquette, HERRING'S SAFES preserve their contents where Safes of other makers fail ! MARQUETTE, Michigan, July 20, 1868.

MARQUETTE, Michigan, July 20, 1868,

Mesers, Herring & Co.

GENTLEMEN:—On the lith uit., the entire business portion of our town was destroyed by fire. Our afe, which was one of your manufacture, was subject to an intense heat, but proved itself adequate to the severe test. It lay in the ruins fourteen days, and when taken out, from its appearance (the outside covering being burned through in many piaces), and in view of the fact that several other safes previously taken out were entirely destroyed, it was a great surprise to us to find the contents legible and in good condition.

Several orders for new safes have already been sent you, which is the best proof of this most satisfactory test, and of the confidence of this community in your safes.

Respectfully yours.

HERRING'S PATENT BANKERS' CHAMPION SAFES, made of wrought iron and steel, and the Patent Franklinite, or "Spiegel Eisen," the best re-sistant to burglars' drills or cutting instrument sistant to burglars' drills or cutting instruments ever manufactured.

DWELLING-HOUSE SAFES, for sliver plate, valuable papers, ladies' jewelry, etc. etc., both plain and in imitation of handsome pieces of furniture.

HERRING'S PATENT SAFES, the Champion Safe for the past TWENTY-SEVEN YEARS; the Victor at the WOBLD'S FAIR, London; the WORLD'S FAIR, New York; the EXPOSITION UNIVERSELLE, Paris, and WINNER OF THE WAGER OF \$0.000 FRANCS at the recent international contest in Paris, are made and sold only by the undersigned and our authorized agents.

FARREL, HERRING & CO.,

FARREL, HERRING & CO., HERRING, FARREL & SHERMAN. HERRING, FARREL & SHERMAN,
HERRING & CO., Chicago,
Dry New Orleans. 9 2wfm8mrp

C. L. MAISER, MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 484 RACE Street,

W I L L I A M S. G R A N T, COMMISSION MERCHANT, No. 8 S. DELAWARE Avenue, Philadelphia, Dupont's Gunpowder, Refined Nitre, Charcoal, Elc. W. Baker & Co.'s Chocolate Cocos, and Broma, Crocker, Bros. & Co.'s Yellow Metal Sheathing, Bolts and Nalls.

AUCTION SALES.

DUNTING, DURBOROW & CO., AUCTION-of Bank street, Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC. On Monday moraleg. Oct. 26, at 10 o'clock, on 4 months' oredit. [10 20 to LARGE SALE OF 1800 CASES BOOTS, SHORE, TRAVELLING BAGS, ETC. On Tuesday Morning, October 27, at 10 o'clock, on 4 months' oredit. 10 21 52

October 27, at 10 o'ciock, ou 4 months' credit. 10 at 32

SPLENDID SPECIAL SALE OF FRENCH DRY

GOODS

By order of Measts, L. & B. Cartis & Co.,

On Wednesday Moraing,

Oct. 28, at 10 o'clock, on four months' credit.

Paris colored mer'nos, Paris black poplins, Paris colored epinglines, Paris colored silk chaine poplins, Paris colored spaces, Paris colored appaces, Paris colored appaces, Paris colored satin smaxones, Paris lack silk chaine poplins, Paris colored satin smaxones, Paris black silk chaine poplins, Paris colored satin smaxones, Paris black silk chaine poplins, Paris lancy poplins, Paris striped boplins. Also, sneprior makes of olack slopaces, back Alexandra gros grains, colored Alexandra gros grains, plain and colored Roubaix poplins

SILKS,

Very superior makes, high cost black and colored gros grains,

in various widths and qualities and complete assort

An invoice of rich Paris Commerce long and square shaw's,

The above are new goods, in choice colors and measurements. As our intention is to skill ky ker Lor, buyers will find it to their interest to attend this sale.

10 23 41 L. & B. CURTIS & CO., of New York. LARGE SALE OF BRITISH, FRENCH, GERMAN.
AND DOMESTIC DRY GOODS,
Oct. 29, at 10 o'clock, on four months' credit. 1022 54

M. THOMAS & SONS, NOS. 139 AND 141 BALE OF VALUABLE MISUELLANEOUS BOOKS From Horaries; many of them in fine blodings. On Friday atternoon, Oct. 23, at 4 o'clock. [10 22 8]

On Friday atternoon, Oct. 23, at 4 0 dioda. [10 21 22 24]
Sale No. 1214 Spruce street, for account of United States.

OFFICE FURNITURE, DESKS, TABLES, CHAIRS, MATTING, ETC.

On Saturday Morning.

October 24, at 10 o'clock, at No. 1211 Spruce street, for account of the United States, a quantity of office furniture, comprising nine desks, tea tables, twenty-seven chairs, lounge, matting, stoves, desk, farature, etc. etc.

SALE OF REAL ESTATE AND STOCKS, October 27, at 12 o'clock, noon, at the Exchange, October 27, at 12 o'clock, noon, at the Exchange, will include:—
FRANKLIN, No. 943, Modern Residence,
WALNUT LANE, Germantown, N. E. corner Green street, Elegant Residence,
QUEEN Street Germantown, Stone Dwelling,
LONG LANE Valuable Clay Lot, 30 acres,
COATES, No. 1025 and 1078, LiveryStables and Dwelling, 104 80 by 178 feet, to Melion street,
THIRTEENTH (south), No. 338, Handsome Res

TULPEHOCKEN, Germantown, No. 76, Handsom Modern Residence, TWENTIETH (north), No. 123, Modern Residence TENTH (south), No. 712, Modern Residence, DICKERSON and SWANSON, S. E. corner, Bri

BICKE RESON and SWARCON, S. E. COTRET, Bri Factory.
HIGH, Germantows, Large and Valuable Lot. GOTHIC, Nos. 108 and 110. Four-story Dwellings. HEWSON, No. 814. Brick Dwelling. CA'HARINE, (east) No. 22. Brick Dwelling. SNYDER, West of Blauc, Lot. ETOCKS.
16 shares American Fire Insurance Company. 10 shares Union Mutual Fire Insurance Company.

10 shares Union Munni Fire Insurance Company.
24 shares Continental Hetel Company.
24 shares Continental Hetel Company.
7 shares Thirteenth and Fifteenth Streets Passonger Railway Company.
5 shares Academy of Music preferred.
1 share Academy of Music preferred.
1 share Academy of Fine Arts.
24 shares National Bank of Commerce.
20 shares Western National Bank.
53 shares Union Bank of Tennessee.
6 shares Camden and Atlantic Railroad.
100 shares Abbott Iron Company, of Battimore city,
100 shares Pacific and Atlantic Telegraph Company.
100 shares Central Transportation Company.
2 shares Southern Transportation Company.
40 shares Reliance Insurance Company.
40 shares Reliance Insurance Company.
40 shares Reliance Insurance Company.
40 columbus and Indianapolis Central Bailroad bonds.
412 000 Erresdom Iron and Steel Company bonds.

bonds. \$12,000 Freedom Iron and Steel Company bonds. Full particulars in catalogues. [10 23 31 MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

Sale Rear of No. 743 S. Front street.

LARGE COPPER STILL WORMS, ETC., OF A

DISTILLERY,
On Monday Afternoon,
26th inst., at 30 clock, at the distillery, rear of No
713 S. Front street, large copper still, 100 gallons; copper still, smaller; worm, doubler, 3 copper pumpr,
lead with 13 termenting with a 2 large codar time at

May be seen on the day of mile.

lead pipe, is fermenting tubs, 2 large cedar tubs, etc.

May be seen on the day of sale.

Sale No. loss Green street.

HANDSOME RESIDENCE AND FURNITURE.

VERY SUPERIOR WALNUTFUR SITURE, ELSGANT ROSEWOOD PIANO-FORTES, FIRSE FRENCH PLATE MANTEL AND PIER MIREORS. VERY FINE GLE AND FUER MIREORS. VERY FINE GLE PAINTINGS, HAND-SOME VELVET CARPETS, ETC.

27th instant, at 10 o'clock, at No. 1638 Green street, by catalogue, the very superior walnut forniture, including wainut and bair-coth parior furniture, superior chamber furniture, extension table, fine lace window curtains elegant rosewood plano-forte. 7 octaves: fine French plate mantel and pler mirrors, handsome glit frames; very fine oil paintings by Ed. Moran, Faulkner, Fennimore, Juliard, and others; handsome velvet and ingrain carpets, oil cloths, kitchen utensils, etc. (10 20 68.

May be examined at so'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 imitation 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. 1838. The house is well built; has been recently put in excellent repair; has parior, dining room and kitchen on the first floor; bath, hot and cold water; gas throughout; range, etc. Immediate possession.

VALUABLE MEDICAL AND MISCELLANEORS

VALUABLE MEDICAL AND MISCELLANEOUS
LIBRARY.
On Friday afternoon,
Oct. 30, at 2 o'clock, at the auction rooms, No. 520
Chesnut street, valuable medical and miscellaneous
library, including many rare works on early American History,
10 21 81

POSITIVE SALE OF A STOCK OF READY-MADE CLOTHING CLOTHS, FIXTURES, ETC.
On Saturday Afternoon,
October 31, at two o'clock, at the auction rooms, by care eque, the entire stock of a tailor declining business, complising—
Over 100 overcoats of various kinds and sizes. Am assortment of business suits, coats, pants, and vests, cloths in the piece, remnants, etc.
The clothing is of intermanufacture, and will be sold in lots to suit purchasers.

[10 23 7t May be examined on the day previous to sale,

CLARK & 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
Pocaet Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash,
Goods packed free of charge,

C. D. McCLEES & CO. AUCTICNEERS October 26, commencing at 10 o'clock, we will self, by catalogue, for cash, 1700 cases men's, boys', and youths' boots, shoes, brogans, balmora's, etc. Also, a large line of ladies', misses', and children's citymade gcods. O. D. McClees & Co., Auctioneers, Mo. 66 Market street.

LIPPINCOTT, SON & CO., AUCTIONEERS

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street; rear entrance No. 1107 Sansom of CARRIAGES.

GARDNER & FLEMING CARRIAGE BUILDERS

No. 214 SOUTH FIFTH STREET,

BELOW WALRUT. An assortment of NEW AND SECOND-HAND CARRIAGES always on hand at REASONABLE

ZUREN CONCENTRATED INDIGO. For the Laundry,—Free from Oxalic Acid,—See Chemist's Certificate

A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. 17 27 mwinn For sale by all respectable Grocers and Druggists.