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POPULAR AMUSEMENTS. A Clerical Defense of the Theatre and Opera

From the Chicago Post, Nov. 9. Rev. Robert Laird Collier, pastor of the Church of the Messiah (Unitarian), delivered last pight what might be called a "sensational" sermon on the subject:-"The Theatre, the Opera, and the Church; or, the Relations of the Church to Popular Amusement." He annennced his text to be in First Corinthians, seventh chapter and thirty-first verse, this world as not abusing it," and proceeded to take the ground, which probably has never before been assumed in the Chicago pulpit, that the drama and the opera are harmless and proper amusements for Christians as well as for others: the reverend speaker, it is well known, is himself an occasional visitor to the higher places of dramatic amusement.

After first referring to the fact that the theatre is generally denounced by the evaugelical sects—although they did not, he claimed, show why they were sinful—and then dwelling upon the premise that the American people are overworked and need more amusement, the speaker proceeded to speak of the drama and the opera. The following are extracts from his remarks:-

I recognize as universal in the race the dramatic instinct. I have traced, in this pulpit, the entire history, in brief, in summary, of the origin and history of the drama. There is no need of that to-night. The drama is as ancient as the race. Furthermore, much of the "biblical literature, in its spirit and in its form, is dramatic. I am not quite sure but that the very first chapters in Genesis are dramatic; I am quite sure that Job is dramatio; that Ruth is; that Esther is dramatic. Shakespeare, the peerless poet of centuries, had no function in the world and no name left to history, had it not been for the dramatic instinct and aptitude. So with Milton. The grandest poets that God has given to the world have been its dramatic poets. And, furthermore, human character has its highest representations in the drama. I confess that I never saw such power; I never remarked such nature in any Christian pulpit that it was ever my privilege to sit under as in Joseph Jefferson's "Rip Van Winkle." It is nature, not art. So simple; so true; so beautiful; so moral. No sermon scarcely written in the world, except that of Christ, when He stood with the adulterous woman, ever illustrated the power of love to conquer evil and to win the wanderer, as that beautiful little piece, so perfectly rendered by this genius which God has given to illustrate in the drama the power of love over the sins of the race. I wonder who among the Ministerial Union ever saw Jefferson in 'Rip Van Winkle?" Let us give to these friends the advantage of our judgment of their ignorance. Ristori, Rachel, Booth, Murdoch, especially Davenport and Jefferson, are all God's gifts to man. So I say that the legitimate drama is to be endorsed. It is an educator.

It is in no wise to be apologized for.

And in regard to the opera, I need only, I think, say that, so far as the legitimate opera is concerned, any one who objects to it, on moral grounds, must either be ignorant of it —I think, for the most part, that those who object to the opera are-or there certainly must be a moral weakness in the nature of such objectors. To say that the opera is corrupting is to say the most irrational and foolish thing that the human lips are capable of. I say that a man must be ignorant of what the opera is; must have been wholly without the knowledge of it, or else brought to its hearing a lascivious nature to begin with. I admit that very many excellent persons do not enjoy the opera. Not only excellent people morally, but cultivated people intellectually, do not enjoy he opera. Many of our finest minds go to the opera and come away, feeling it was a waste of time, and we who can enjoy it in any wise, be it ever so little, ought to feel a profound sorrow for such people, because they do not know the infinite delights and joys of which, by their lack of musical culture, they are deprived. But lit is their duty simply to say they do not like it. It is a sorry religion that rejects it on the sour grape principle; because they cannot they won't let anybody else. The music of the opera is the principal thing with people that attend. The score is nothing, with many it is absolutely nothing, if they can catch the passion of the music. And as to the dress in the drama and in the opera, let me say, once for all, that all dressing is conventional. If it had the sanction of long usage, the dress of the extremest dancer would in no wise be considered indecent; or If the gown had been the fashion for men, the present attire would be considered vulgar. And then we are not to confound the incidental with the fundamental. This is incidental, and I do always feel myself that the management of our theatres and operas mean to catch the low and vulgar by this dancing of women, for whose moral character I have not a word of endorsement, as I have no sort of personal fellowship and no respect for them who, if you take the conventional opinion of men and women who consent to it, are not fit companions for our sons and daughters. But let me relate what the gentlemanly manager of Wood's Museum said to me within the past six months:-"Sir, I never bring a piece upon my stage that I do not use my pencil very freely upon." Speaking of the depraving tendency and the downward tendency of tragedy and comedy, he said, "I could not bring upon my stage a single piece that was played before the *élite* of London fifty and sixty years ago. I could not bring to my place an audience that would not hiss it oil the stage;" and I tell you, furthermore, what you may always remark, that whatever is proper, and high and elevating, wherever there is a moral sentiment that is lofty and noble, it uniformly receives the approval of the andience; and it has not been my misfortune to be in a theatre for several years past where anything low and mean and depraving was not hissed. Of course, I attended only the better sort. I then wish to say that the music of the opera would be lost to the world, as it could take no other possible form. It elevates and refines the taste and spirit. I really don't know but that it would be a very sensible thing if our congregations would make it a stipulation, when they engage their ministers, that they would accept a season ticket once a year to the opera, to cultivate their taste in

The speaker then went on to speak of the abuse of pleasures, saying that it might be argued that we ought to refrain from all amusements because they were liable to be abused, but replying to this: - "It is no logic with which to meet a young man starting out in life, who has ideas of his owns and wants reasons for everything that he does. Let us meet him right, and say: - 'Sir, you are to use the drama, you are to use the opera, you are to use the cards, you are to use dancing, you are to use everything; but you are to abuse nothing. Because you can go the legitimate drama, it is no license for you to feast your eyes upon vulgarities anywhere; and because you can play cards in your house, it is no reason that you have a license to go to the gaming table, and play for other people's money without returning values anywhere. This is the lesson. Let us teach our youth that these things can be used, and when abused the pensities of sin will just as surely

musical matters.

follow them, as God has said, 'Whatsoever a man soweth that shall he also reap. If he sow to the spirit, of the spirit he shall reap everlasting life; and if he sow to the flesh, of

the flesh he shall reap damnation." " The man who can say that Edwin Booth is a gift of God-who can say that Booth never commits anything unseemly in his Othello or his Hamlet, the man who can put his hand upon his heart, and, in fear of his God and in view of his grave, can say that as a man; can stand before his congregation and before the world, and say it is morally wrong to indorse the sensation and illegitimate drama, and call upon you as rational men to turn your voices against this flood-which, I thank God, I believe has passed us-of Undine, the White Fawn, the Black Crook, and all that sort of thing, which, whatever the tendency and result, began to feed human appetite and passion, as they bring the vicious to witness them. Then it is the duty of the Church to make this logical definition between moral wrong and moral right. Furthermore, it is the duty of the Church, first of all, to make men pure in heart and correct in grace; to take the youth and not turn upon them; to take the youth and not turn the face of the Church against them; to take the youth and not throw these irrational limitations about them; but take them into the green fields of life, by the side of its still way, and say, "God is our good Shepherd. These are the good things He has given us: as you love Him, and as you fear Him, and as you are grateful to Him, never abuse a privilege, never deprave your man-hood, never ignore His providence, but walk in the way of righteousness, learn wisdom, and Ged will honor you, and humanity will bless you, and the memories that you carry with you shall be filled, even as a picture gallery, with the things that are of good report -pure, gentle, sweet, noble, long-suffering, patient, and kind."

"Run to Earth."

The London Speciator has the following notice of one of Miss Braddon's latest efforts:—
"Run to Earth" is an extraordinary specimen of sensational fiction. The author has, if possible, excelled herself, she has beaten all her rivals, she has forever obscured the fame of those wonderful fiction-writers, beloved of errand-boys and shop-girls, who deal in re-venge and murder, jealousy and hatred, who treat the wildest and most diabolical actions as ordinary occurrences, who convert men into chouls and women into harpies, who can transform with a stroke of the pen a beggar into a princess and an English gentleman into a Thug. If the first object of the novelist be to excite a morbid curiosity, if blood and poisoning and intrlgue, the most hateful passions, the vilest actions, form the best ingredients of fiction, then it must be owned that no one has mixed them together more skilfully than Miss Braddon. Her admirers, and they are many, will assuredly not be disappointed with this fiction. We can promise them a murder, a seduction, a snicide, and the conversion of a street singer into a fashionable young lady before they have read a hundred pages of the story. A little further on they will be introduced to a surgeon known as Victor Carrington, but who is in reality an exiled French nobleman, "a creature without a con-science, without a heart," who wears a mask of metal with glass eyes, accomplishes an outrageous plot and an incredible murder in the first volume, a plot still more outrageous and a murder only possible in fiction in the second volume, and very nearly commits another murder in the third. Then the read-ers of this marvellous novel will be taken to a mysterious gambling-house at Falham, with a secret room in which rouge-et-noir is played. The house is kept by Madame Durski, a lonely and beautiful woman, who lures fools to their destruction, is herself a slave to opium, and yet, strange to say, is one of the most respectable people in the narrative. This lady's affianced lover accuses her of endeavoring to poison him, whereupon Madame Durski, "luckless, hopeless, heartbroken," takes an overdose of her favorite "compound," and disappears from the scene. This is but one sensational incident among many. We have a sailor accusing his honest father-in-law of murder, a husband accusing his wife of adultery, the disappearance of a baby heiress who lives in a castle and is protected by a great iron door, the achievements of a London detective, and the ignominious failures of a husband hunter. vellous, too, are the adventures of the heroine, who sings in low public houses at Wapping, is said to be the child of a wretch whom she knows to be a murderer, is picked out of the gutter by a baronet worth £40,000 a year, is transferred to "a thoroughly aristocratic seminary, presided over by two maiden sisters" (whose vulgarity, by-the-way, as described in the novel, is wholly out of accordance with the position they occupy), marries the baronet, is made a widow in a few weeks through Carrington's devices, devotes herself to purposes of revenge, and discovers at last that she is the stolen child of a lady of title and distantly connected with her husband's family. We have but glanced at some of the more

prominent incidents of the novel, which the anthor is no doubt justified in calling "a sensational story, pure and simple." She quotes also an observation made by "one of the most accomplished reviewers of the day" (Mr. Lewes, we believe), to the effect that in criticizing stories there should be some discrimination of the kind of interest attempted, and that the cri ic should not demand from the writer qualities incompatible with or utterly disregarded by his method. The interest aimed at in "Run to Earth" is simply sensational, and we are ready to grant that in that aim the author has been successful. She has made up a tale utterly without probability, without characterization, without thought, without humor, pathos, or poetry, without one of the charms, in short, which delights us in the great masters of fiction, a tale which has no use in the world beyond that of stimulating an unwholesome curiesity, and supplying fitting aliment to a vulgar sort of mental dissipation. This is the kind of success achieved by the writers of sensational flotion, and the same kind of distinction may be justly awarded to the novel before us. It fulfils its purpose, but the critic may be permitted to ask whether such a purpose is worth fulfilling?

THE ATLANTIC CABLE.—An official statement has been recently published, giving the average number of messages sent every day over the Atlantic Cable and the average daily receipts during the existence of the different rates of charges. When the communication was first opened between Ireland and Newfoundland, £20 was charged for a message of twenty words of five letters, but this rate has now been reduced to £3, and in future the restriction as to the length of the words will be removed. Under the original tariff 29 messages, paying £505, were on an average transmitted every day, and under the present tariff, 168 messages, paying £501. Although the proportion between the reduction of the rate and the increase of the business is not exactly the same, yet there is sufficient encouragement to still further diminish the cost of transmitting messages. The American managers believe that the price should be decreased until the point is reached when both cables will be fully employed.

RAILROAD LINES.

OBTH PENNSYLVANIA RAILROAD.—

1.818 MIDDLE ROUTE.—Shortest and most direct line to Bethlohem, Easton, Allentown, Mauch Choule, Hasleton, White Haven, Wikesbarre, Mahanoy Uty, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

LLRVEN DAILY FRAINS—On and after WEDNESDAY, July 20, 186 cassenger Trains leave the New Lopot corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 648 A. M.—Accommodation for Fort Washington. streets, daily (Smudays or speed), as follows:—
At 5th A. M.—Accommodation for Fort Washington.
At 7th A. M.—Morning Express for Bethlehem and Principal Stations on North Fennsylvania Ralifored, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Ralifored for Easton, Altentown, Catacanqua, Slatington, Master Chunk Weatherly, Jeanesville, Hazleton, White Haven, Witte charre, Kingston, Phaston, and all points in Lehigh and Wyoming Valleys: also in concection with Lehigh and Mahanoy Eastroad for Mahanoy City; and with Catawissa Ralifored for Rupert, Danville Milton, and Williamsport Arrive at Maugh Chunk at 1205 A. M.; at Wilkenbarre at 3 F. M.; at Mahanoy City at 3 F. M. Passengers by this train can take the Lebigh Valley Train, passing Bethlehem at 1135 A. M. for Easton, and points on New Jersey Central Baliroad to New York.

At 3 45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hattoro' and Hartsville by this train take Stage at Old York Road.

At 1020 A. M.—Accommodation for Fort Washington, at 13 5 P. M.—Lehigh Valley Express for Bethlehem, Allestown, Mauch Chunk, White Havon, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoai, Mt. Carmel, Pittston and Seranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2 25 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 2 25 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 2 26 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 2 26 P. M.—Accommodation for Posterie-hem and all stations on main line of North Pahaniyi vania Ralifroad, connecting at Bethlehem with Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Mauch Chunk, At 500 P. M.—Through accommodation for Fort Washing ton. TRAINS ARRIVE IN PHILADELPHIA, At 6 20 P. M.—Accommodation for Langdale, stopping at all intermediate stations.

At 1136 P. M.—Accommodation for Langdale, stopping at all intermediate stations. At 11'80 P. M.—Accommodation for Fort Washing ton. TRAINS ARRIVE IN PHILADELPHIA.

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

1'05 A. M. and 7'00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanus trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

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

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

From Lanadate at 7'30 A. M.,

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

Prom Fort Washington at 9 30, 10 22. 24, and 1 P. M.

Philadelphia for Bethiehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Doylestown for Philadelphia at 7 30 P. M.

Bethiehem for Philadelphia at 4 30 P. M.

Fifth and Sixth Streets Passenger Cara 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. Onion Line run within a short depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at stann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

1868 -FOR NEW YORK.-THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF. ALT 30 A. M., via Camden and Amboy Accommo-dation.... 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 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 5 30, 8, and 10 A. M., 1, 2. 3 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2. 3 5 30, 4 30, 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and P. M. for Bordentown, Burlington, Heverly, and Delanco, at 5:30 and 10 A. M., 1, 2, 3, 5:30, 4:30, 6, and 11:30 P. M., for Florence.

At 5:30 and 16 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, 8, 4'30, 6, and 11'30 P. M. for for Riverton and 3'30 P. M. for Paimyra.

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 25.

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

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

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

At 7 and 10'15 A. M., 2'30, and 5 P. M. for Cornwells, Torrisdale, Holmesourg, Tacony, Wissing-ming, Brideeburg, and Frankford, and at 8 P. M. for Holmesourg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9'30 A. M., 1'00 6'30, and 12 P. M. New York Express Lines, via Jersey City, Fare 33'25.

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

At 1'20 A. M. on Mondays only—New York Express Line. Fare 4'3'25.

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

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

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

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

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 38 minutes before departure. The cars on Market street Railway ran direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9 80 A. M. and 8 80 P. M. lines.

6 30 P. M. lines.

BELVIDERE DELAWARE RAILBOAD LINES,
From Kensington Depot.
At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk,
Simira, Linaca, Oweco, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7:00 A. M. and 2:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lamoersville,
Flemington, etc. The 3:30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Ailentown, Bethiehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

At 5 P. M. for Lambertville.

CAMDEN AND BURLINGTON CO., AND PEM.
BERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M., 1, 23t, and 5 20 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainstort, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 and 250 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown,
WILLIAM H. GATZMER, Agent,
September 14, 1866.

HILADELPHIA, WILMINGTON AND BAL.

TIMORE RAILROAD.

TIME TABLE,
commencing MONDAY, October 5, 1868. Trains will
cave Depot corner of BROAD Street and WASHinterfor Avenue as follows:—

Way-Mail Train at 8'30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Deisware Railroad at Wilmington for
Crisseld and Intermediate Stations.

Express Train at 11'45 A. M. (Sundays excepted) for
altimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Oastle,
Express Train at 4'00 P. M. (Sundays excepted) for
Saltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Sianton, Newark, Elkton, Northeast, Charicstown,
Perryville, Havre-de-Grace, Aberdeen, Perrymaa's,
Eugewood, Magnolia, Chase's and Stemmer's Run,
Night Express at 1'30 P. M. (Daily) for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekkton,
Northeast, Perryville and Havre de-Grace.

Passengers for Fortress Monroe and Norfolk will
take the 11.45 A. M. Train
Stopping at all stations between Philadelphia and
Wilmington.

Leav - Philadelphia at 11'00 A. M., 2'30, 5'00, and

Stopping at all stations between Philadelphia and Wilmington.

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

Leave Wilmington 7:00 and 8:10 A. M., 1:30, 6:15, 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 BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:35 A. M., Express. 2:26 P. M., Express, 7:25 F. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leave Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, Bouth, and

Through tickets to all points West, South, and Schinwest, may be procured at the Ticket Office, No. 675 CHENNUT 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, 48?

H. F. KENNEY, Superintendent,

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesters, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its all points on Lenigh branches.

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

Goods delivered lat the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkenbarre. Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before it A. M. of the succeeding day.

RAILROAD LINES. PEADING RAILEDAD. — GREAT TRUNK LINE from Philatennis to the interior of Penns (Yabla, the schuylkid Susquenaua, Camperland ard wyoming Valleys, the North, Northwest and the Canadas Summer Passenger Trains leave the Company's Dept., Thirteenth and Callownin streets, Philadelphia at the following hours:

MORNING AUCOMMODATION.—At 780 A. M. for Reading and all intermediate stations, and Atlanton, town. MORNING AUGOM MODA FION.—At 780 A. M. for Reading and all intermediate stations, and Attentione.

Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:5 P. M.

MORNING EX PRESS—At 8:15 A. M. for Reading, Lebanen. Barri burg, Pottsville, Pine Grove, Tamaqua. Sunbury. Wildamsport. Edmira Rochester, Niagara Fada. Buffalo, Wilkesbarra, Pittaton, York, Carlisle. Chambersburg, Hagerslown, etc.

The 7:30 train connects at Reiving with the East Pennsylvania Rallroad trains for Allentown etc. and the 8:16 A. M. connects with the testanon Valley train for Harrisburg, etc.; at Port Chinton with Catawassa Rallroad trains for Williamsport, Lock Haven, Eimirs, etc.; at Harrisburg with Northers Contral. Cambershurg, Pinegrove, etc.

AFTERNOON EX PRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc. connecting with Reading and Columbia Bailroad trains for Calumbia, etc.

POTTSTOWN ACCOMMODATION—Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2:05 A. M. Returning leaves Philidelphia at 4:20 P. M.; arrives in Pottstown as 6:40 P. M.; arrives in Pottstown P.M.

READING ACCOMMODATION—Leaves Reading at 7:30 A. M., stopping as all way stations; arrives in Philadelphia at 10 1 A. M.

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

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Pottaville at 8:45 A. M. arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottaville at 2:45 P. M.; arriving at Pshadelphia at 6:45 r. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Parrisburg at 4:10 P. M. Connecting at Reading with Afternoon accommodation south at 6:31 P. M. arriving in Philadelphia at 9:15 P. M.

Market train with a Passenger car attaque I leaves Philadelphia at 12:45 noon for Potaville and all Way stations; leaves Potaville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily. Sundays excepted, Sunday trains leave Pottavile at 8:10 A. M., and Philadelphia at 2:14 P. M.; leave Poitadelphia for Reading at 8:00 A. M., returning from Reading at 8:00 A. M., returning from Reading at 4:52 P. M.

CHESTER VALLEY RAILROAD.—Passengers READING ACCOMMODATION -Leaves Reading OHESTER VALLEY RAILROAD,-Passengers for Downingtown and intermediate points take the 7.89 A. M., 1245 and 4.50 P. & trains from Poliadelphia; returning from Downingtown at 6.50 A. M., 190 and 545 P. M. PERKIOMEN RAILROAD.-Passengers for Skippack take 7 % A. M. and 4 % P. M. crains from Phila-delphia, returning from Skippack at 5 10 A. M. and 1 25 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.—Leaves New York at 9 A. at , 500, and
500 P. M., passing Reading at 119 A. M., 134, and
1010 P. M., and connect at Harrisburg with Penesylvania and Northern Central Rairosa Express Trains
for Pittsburg, Chicago, Williamsport, Eimira, Baltmore, etc. for Pittsburg, Chicago, Williamsport, Elmira, Baltmore, etc.
Returning, Express Train leaves Harrisburg, on
arrival of Fennsvivalla Express from Pittsburg, at
256 and 525 a. M., 935 P. M., passing Reading at 444
and 706 A. M. and 11:40 r. M. arriving at New York,
10:10 and 11:45 A. M., and 6:00 P. M. Siseping 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 RAUROAD.—Trains
leave Foliaville at 6:35, 11:30 A. M., and 6:40 P. M.,
returning from Tamaque at 8:35 A. M., and 2:15 and
4:35 P. M.
SCHUYLKILL AND SUFQUEHANNA RAIL-80HUYLKILL AND SU-QUEHANNA BAIL-

ROAD.—Trains leave Auburn at 7.55 A. M. for Pine-grove and Harrisburg, and at 12.15 P. a., for Pine-grove and Tremont; learning from Marrisburg at 3.30 F. M., and from Trement at 7.40 A. M., and 5.35 TIUKETS,-Through first class tickets and emi-AUKEIE.—Through Bres class tickets and emigrant tekets to all the principal points in the North and West and Caradas.

Excorsion Tickets from Philadelphia to Beading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pettstown Accommodation Trains, at reduced by Morning Acc:mmodation, Markes Train, Reading and Pettstown 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 effice of S. Bradford, Treasurer, No 27 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 2002 miles, between all toints, at \$52.50 each. for families and firms.

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

Clergymen residing on the line of the road will be intributed with cards, custiling themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations good for saturday, sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Fitzight T.—Goods of all de-criptions forwarded to all the above points from the Campany's New Freight Depot, Broad and Willow streets.

Fitzight Trains leave Philadelphia daily at 4.35 A. Freight Trains leave Philadelphia daily at 4.35 A. Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 435 A.

M., 12'4 noon, 2 and 6 P M., for Reading Lebanou,
Harrisburg, Pottaville, Port Citnton, and all points Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2 is P. M. BAG AGE.—Bungan'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.

Can be left at No. 225 S. Fourth street; or at the Depot, Thirteenth and Callowhill streets.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLES, FOR GERMANTOWN, II. 12 A. M., 1. 2, 34, 35, 4, 5, 55, 610, 7, 8, 10, 11, 12 P. M.

Leave Philadelphia 6, 7, 8, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1. 2, 34, 43, 6, 65, 7, 5, 9, 10, 11 P. M.

The 8 20 Down Train, and 234 and 5M Up Trains will not stop on the Germantown Branch,

Leave Philadelphia 93, A. M. 2, 7, 10M P. M.

Leave Germantown 83, A. M. 1, 6, 934 P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 3, 8, 10, 12, A. M., 2, 34, 53, 7, 9 and 11 P. M.

Leave Chestnut Hill 716, 8, 940, and 1110 A. M., 140, 40, 540, 640, 840 and 1040 P. M.

Leave Philadelphia 53, A. M. 2 and 7 P. M.

Leave Chestnut Hill 750 A. M. 124, 540 and 925 P. M.

FOR 400NSHOHOCKEN AND NORRISTOWN,

Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 3, 154, 55, 58, 815 and 113 P. M.

Leave Philadelphia 9 A. M., 20 and 70 P. M.

Leave Philadelphia 9 A. M., 20 and 70 P. M.

Leave Philadelphia 9 A. M., 20 and 70 P. M.

Leave Philadelphia 6, 75, 9, and 1165 A. ... 15, 8, 155, 55, 56, and 115 P. M.

Leave Philadelphia 6, 75, 9, and 1165 A. ... 15, 8, 156, 55, 65, and 117 P. M.

Leave Philadelphia 6, 75, 9, and 1165 A. ... 15, 8, 156, 55, 65, and 9 P. M.

Leave Manayunk 710, 75, 820, 95, and 115 A. ... 15, 8, 156, 156, 166, 80, and 115 P. M.

Leave Manayunk 75, A. M., 6 20, 96, and 115 A. ... 15, 8, 156, 156, 166, 80, and 115 P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. A., 6 and 95, P. M.

Leave Manayunk 75, A. A. M., 6 and 95, P. M.

Leave Manayunk 75, A. A. M., 6 and 95, P. M.

Leave Manayunk 75, A. A. M., 6 and 95, P. M.

Leave Manayunk 75, A. A. M., 6 and 95, P. M.

Leave Manayunk 75, A. A. M., 6 and 95, P. M.

DUILADELPHIA AND ERIE RAILROAD.

DHILADELPHIA AND ERIE RAILROAD,
THROUGH AND DIRECTROUTE BETWEEN
PHILADELPHIA, BALTIMORE, HARRISBURG,
A'ILLIAMBFORF, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Siceping Cars on all Night Trains.
On and alter MONDAY, September 14, 1888, the
trains on the Philadelphia and Rrie Railroad will
run as follows:— westward.

EAIL TRAIN leaves Philadelphia. 1040 P. M.
Williamsport. 8-30 A. M.
SERIE EXPRESS leaves Friladelphia. 1170 A. M.

"Autives at Eric. 9-25 P. M.
SLMIRA MAIL leaves Philadelphia. 8-00 A. M.
"Autives at Lockhaven. 7-36 P. M.
BASTWARD.

MAIL TRAIN leaves Eric. 10-56 A. M.
Williamsport. 10-15 P. M.
EASTWARD.

MAIL TRAIN leaves Eric. 10-56 A. M.
Williamsport. 10-15 P. M.

EFIE EXPRESS leaves Eric. 7-36 P. M.

SEFIE EXPRESS leaves Eric. 7-36 P. M.

Mail and Express connect with Oil Creek and
Allegheny River Railroad. BAGGAGE CHECKED
CHROUGH.

ALFRED L. TYLER,
General Superintendent.

W EST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 18, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, 318 P. M.
For Millville, Vineland, and intermediate stations \$15 A. M., 3.5 P. M.
For Bridgeton, Salem, and way stations \$15 A. M.
and \$20 P. M.
For Woodbury at \$15 A. M., 318, 320, and 600 P. M.
Freight train leaves Camden daily at 12 o'clock acon.
Freight received at second covered whasf below
Walnut street, daily.
Freight Delivered No. 228 South Delaware avenue,
WILLIAM J. SEWELL,
915
Superintendent.

FREIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Raticoads, from Walnut street wharf.

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

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Raliroads, 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.

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

Stance he sent with each load of goeds.

**Stance he sent with each load of goeds.

**Freight received from 7 A. M. D. P. M.

**Stance he sent with each load of goeds.

**Freight free fixed from 7 A. M. D. P. M.

**Stance he sent with each load of goeds.

**Freight for all free fixed from 7 A. M. D. P. M.

**Prince fixed from 7 A. M. D. P. M.

**Stance he sent with each load of goeds.

**Freight for all fixed from 1 A. M. D. P. M.

**Freight for all way points for all fixed from 1 A. M. D. P. M.

**Freight for all way points for all fixed from 1 A. M. D. P. M.

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**Freight for all fixed fr

AUCTION SALES.

LIPPINGOTT, SON & CO., AUCTIONEERS

BHERIFF'S SALE.
On Monday, November 18,
Upon the premises, 20 N. Righth atrest, the stock, goodwill, lease, and fixtures of a fancy goods and variety store, comprising the usual assortment.

RAILROAD LINES.

DENESYLVANIA CENTRAL BAILROAD. FALL TIME, TAKING REFECT SEPT. 18, 1898.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and Mark ET Streets, which is reached directly by the Market Street care the last car connecting with each train leaving Front and Market streets thirty inhutes before its departure. The Chesont and Wainut Streets care run within one square of the Depot.

On Sundays—The Market Street care leave Front and Market streets thirty-five minutes before the departure of each train. parture of each train.

Siesping Car Tickets can be had on application at the Ticket office N. W. corner Ninih and Chesmus streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver begings at the depot. Orders left as No. 901 Chesnut street, or No. 116 Market street, will receive attentions. TRAINS LEAVE DEPOT, VIZ:-

daily, except Sanday.

The Western Accommodation Train runs daily, except sonday. For this train tickets must be procured and bagaage delivered by 5 to P. M., at No. 116 Blarket street.
TRAINS ARRIVE AT DEPOT, VIZ.:-

Parkenburg Train..... caster Train.....

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

RAIL CAD - WINTER ARRANGEMENT.

On and atter MONDAY, October 5, 1888, Trains will
leave as inllows:—
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11 A. M.,
2 20 P. M., 4 15 P. M., 4 50 P. M., 6 15 and 11 3 P. M.

Leave West Chester for Philadelphia, from Depot
on Bast Market street, at 6 25 A. M., 7 35 A. M., 8 300 A.

M., 10 45 A. M., 1 35 P. M., 4 50 P. M., and 6 35 P. A.

Trains leaving West Chester at 8 50 A. M., and leaving Philadelphia at 4 50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and B. C. Junction, going
Esst, will take train leaving West Chester at 7 45
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 in reached directly by tion.

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

Leave Philadelphia at 8:30 A. M. and 2:00 P. M.
Leave West Chester at 7:55 A. M. and 4:00 P. M.
Trains leaving Philadelphia at 7:45 A. M. and 4:50 P. M. and 4:50 P. M. and leaving West Chester at 8:00 A. M. and 4:50 P. M. connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.
4:10\$ HENRY WOOD, General Sup't.

PROPOSALS.

IMPROVEMENT OF THE DES MOINES

IMPROVEMENT OF THE DES MOINES

RAPILS OF THE MISBISISPPI RIVER.

NOTICE TO CONTRACTORS.

UNITED STARES ENGINESES SOFICE, I.

REGION TO CONTRACTORS.

Sealed Proposals, in displicate, will be received at this office until 12 M. Wedness Sofices of the constitution of the employer of the mississippi River.

The Calail at to be about 7½ miles along, extending from Nashville, lowe, to Keokus, Lowa. The width at the water surface inside of the Canail it to be from 200 to 400 feet in embaskment and 250 feet in excavation, and in low water to be five feet deep. All the material excavated from the Pilsm of the Canail to be used in building the embaskment. The latter to recipion the receiver of the constitution, will not about 3th feet from the lower hore. Where rock excavation occur a the bottom of the Canail in have a slope 1½ inches to the mile. The embaskment to be built of earth, clay, and rock; to be ten feet wide on the top, including the rio-rap covering and to be two leet acove high water mark, with slopes of 1½ base to 1 vertical on the outside, and ½ base to 1 vertical on the top.

A portion of the above has already been constructed —aby one-ninth, the balance or so much thereof as the remainder of the finds appropriated—about \$500.100 will pay for, is to be relief.

All propositions must state the price at which each and every kind of work succilied in the proposal is to be done, and no bid will be considered that is not definite in this respect.

A printed copy of this advertisement must be attached to each proposal.

The Government reserves the right to reject any and all bids.

Each bid must contain a written or printed guarance, signed by or responsible persons.

Blanks for proposals of the form required, with form of guarantee, will be entirely ampleted.

Th

Proposals should be addressed to the undersigned at Keosus, lowa, and should be endorse's: "Proposals for work on the improvement of the Designess Rapids." Lientenant-Colonel 35th Infantry, Brevet Ma L. COOPER OVERMAN.

DEPARTMENT OF PUBLIC HIGHWAYS, Office No. 101 S. FIFTH Street.

PHILADELPHIA, Nov. 5, 1888.

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the office of the Chief Commissioner of Highways of the City of Philadelphia and at the office of Jesses. Schiater, Commissioner of Roads and Highways of Lower Merion township, Monigomery county, until 12 o'clock M., MONDAY, the 16th lantant, for the grading manoury, and bridging on tity avenue, from food road to Lancaster turnpike. The roadway will be graded to a width of thirty-two (82) feet, inclusive of side ditches in excavation, and will be placed with its centre line upon the boundary between the city of Philadelphia and county of Montgomery, as established by Act of Assembly, of April the twenty-first, A. D. 1856. The grading will include all clearing gruboing and all excavations and embankments required for the formation of the bed of the road, or in any way connected with or incident to the construction of bridges or drains belonging thereto.

Each proposal must distinctly state the price per cubic yard for earth excavation. Rock excavation masonry, per perch of twenty-five cubic feet. Timber, per thousand feet, board measure, for bridging, including work maschip of bridges; all excavation to be placed into bank per price bid, and where bank is borrowed, will be measured in a pit, and paid for as excavation.

borrowed, will be measured in a pit, and paid for as excavation.

And each proposal must be accompanied by a certificate that a bond has been filed in the Law Department of the City of Philadelphia, as directed by ordinance of May 25 1860. If the lowest hidder shall not execute a contract within five days after the work in awarded, he will be deemed as declining, and will be held hable on his bond for the difference between his bid and the next lowest bidder.

Payment to be made for the aforesaid work in warrants to be drawn by the thief Commissioner of the Department of Highways of the City of Philadelphia, and the Commissioner of Roads and Highways of Lower Merion township, Montgomery county.

ways of Lower Merion township.

county.

Profiles and specifications may be seen at the Department of Highways and surveys of the City of Pollacelohia and at the office of Jesse S. Schiater, near the General Wayne Hotel. Lower Merion township, Monigomery county, which will be strictly adhered to.

All hidders may be present at the time and place of opening said proposals. The Department reserves the right to reject all bids not deemed satisfactory.

MAHION H. DICKINSON, Chief Commissioner or Mighways, 11 7 stuck St

AUCTION SALES.

BUNTING, DURBOBOW & CO.. AUCTION-of Bank street. Successors to John B. Myers & Co.

SALE OF 156 PIECES TAPESTRY, BRUSSELS, AND 200 PIECES DOME-TIC CARPETINGS, 100 PIECES FLOOR OIL LOTHN, ETC.

Movember 13, at 11 o'clock, on loar months' credit, about 2.0 pieces of ingrain, Venetian, list, hemp. cottage, and rag carpetings; 1.0 pieces tapestry: 100 pieces oil cloths, etc.

ALSO.

7 bales pure liken waste.

ALSO,
7 bales pure liken waste.
ALSO,
180 PIECES ENGLISH TARESTRY BRUSSELS,
1reinding new and choice patterns Crossley's and
Stoddart's makes.

[14]

LARGE SALE OF FRENCH AND OTHER EUROPYAN DRY GOODS, STC.
On Monday Morning.
Nov. 6, at 10 o'clock, on 4 months' credit. [II 10 3t

SALE CF 2000 CASES BOOTS, SHOES, TRAVELLING BACS, E1C
On Tuesday M ruing.
Nov. 17, at 10 o'clock, on four mounts' credit.

M. THOMAS & SONS, NOS. 189 AND 141

Sale at No. 1819 Mount Vernon street.

HANDSOME FURN/TURE, FIANO. MIRROR,
CARPETS, OIL CLOTTHS, ETC.
On Friday Morning.
Nov. 13, at 10 o'clock at No. 1919 Mount Vernon
street, by catalogue, the entire walnut parior diningroom and sitting toom furniture; handsome rosewood
piano, 7 cctave; p'er mirror; of paintings; hall forniture, walnut and mandgamy chamber furniture,
bair mattresses, large wardrobe, Brussets and other
carpets, oil cloth, upright regigerator, kitchen furniture, etc.

ture, etc.

HANDSOME MODERN RESIDENCE.

Previous to the sale o furniture will be sold, at 10 o'chock precisely, the handsome modern, three-story brick residence, with three-story back buildings, 10 feet 8 inches front, 100 feet 8 inches deep. [It II 25]

SALE OF VALUABLE LAW BOOKS,
November 13 at 4 o'clock, including Penesylvania,
New York, Virgitia, Massachüsetts, English Common Law and Equity Reports.

MARTIN BEOTHERS, AUCTIONEERS, No. 529 CHESNUT St., rear entrance from Minor. MEDICAL AND MISCELLANEOUS BOOK &

13 h instant at 7 o'clock, at the Auction Rooms, 13 h instant at 7 o'clock, at the Auction Rooms, 15 b Chesant street, second floor, by catalogue, medical and miscellaneous books from crivate libraries.

medical and miscellaneous books from private libraries.

VALUABLY CHOICE AND ELEGANT BOOKS, SUPER LY ILLUSTRATED, IN HANDSOME bINDINGS, On Monday Afternoon.

November 16th, at 30'clock at the auction rooms, by catalogue without reserve, a valuable collection of choice and elegant works, including:—The Addine Bittish Poets, with portraits, 52 volumes; Dickens' Works, Waverley; Don Quixote; Meyricke; National Portrait Gailery; Hogarth Illustrated with photographs; Dore's Riustrated Works, etc.

Catalogues ready, and the books arranged for examination on Friday and Saturday, 1th and 14th Instant.

Peremptory Sale at the Bridgewater Machine Works, VERY VALUABLE MACHINE PROPERTY, 3
STEAM - ENGINES, BUILLERS, SHAFFING,
STEAM AND GAS PIPE, 3 LARGE CRANES,
PATTERNS, LARGE FRAME BOILER-HOUSE,
TTO

Also a large frame boiler-house, at the alarge frame boiler-house.

Also a large frame boiler-house, 55 feet by 85 feet, cupola etc.

THOMAS BIRCH & SON, AUCTIONERRS
AND COMMISSION AEROHANTS, No. 1115
OHESNUT Street; rear entrance No. 1107 Sansom at

Cupoia etc.
Particulars in catalogue.

BALES OF VALUABLE OIL PAINTINGS.
On THURSDAY and FRIDAY EVENINGS, Nov.
1. and is at 7% o'clock, at the auction store, No.
1110 Chesnu street.
Mr. CHARLES F. HASWLTINE (previous to removing to his new building, No. 1125 Chesnus street)
will close several consignments, including resciments
of the following famous artists, European and

of the following famous
American:—Bakatowicz,
Englehardt,
Pape,
Fichel,
Rico,
W. T. Richards,
I. B. Irving,
Hoquet,
Ecuteilo,
Ervoort,
Frevoort,
Frevoort, Watters, Mochez Prof, Walraven, Van Starkinborgh De Drackeleer, Laurent de Buel, Schussele, Hoquet. Bentello, Bentello, Belevort, Falrman, Fully, J. L. Smillie, Bellows, Bellows, Bristol, Paul Webst, G. W Nichelson, Cresson, etc.

W. S. Young, Ramssy, The paintings will be open for exhibition from Wednesday, Oct. 28, until day of sale. [11 10 48]

Sale at No. 1110 Chesnut street.

NEW AND SECOND-HAND HOUSEHOLD FURNITURE, C. RPET'S, MIRRORS, PIANO-FORTES, WINES AND LIQUORS, E.C.

On Friday Morning,
At 9 o'clo' k, at the auction stole, No. 1116 Chesnut street, will be sold a large assorance of elegant street, will be sold a large assorance of elegant nonsehold furniture, from lamilies declining house-keeping, comprising, viz.:—Parlor suits of walnut furniture, covered with bine slik; do do, covered with green plush; 2 libsry suits, in green reps; 6 walnut chamber suits; 4 'arge and elegant library bookcases; walnut sideboards, marble tops; dreising bureaus; elega t walnut extension dining table, is teet loog; dc. do. 8 and 16 feet long; wardrobes; marble top center and boquet tables; spanish chairs; lounger-tootage furniture; velvet Brusself, and ingrain carpets; china and glassware, spring and hair mattresses; feather beds; cooking and other stoves; kitchen lurniture, etc.

PLANO-FORTES—One superior rosewood mane.

beds; cooking and other stoves; kitchen iurniture, etc.,
PIANO FORTES—One superior rosewood pianoforte, made by Schomacker & Co.
One eo do., made by H. Hardman,
One do. do., made by Scherr.
LakGE t. LakSeb.—4 large French plate mantel glasses; 6 do. do. do., pier do.
FINE SILVER PLATED WARE.—Also an invoice of first-class English and American silver-plated ware, comprising—Tureens, covered vegetable dishes, tea services tote a tete sets; cake basices; fruit dishes, tea kettles urns, dinner and breakfast cantors, sugar dishes, coasters, candiesticks, etc.
Also, 2 French bronze sixteen-day mantel clocks.
BRANDY AND WINES.—Also, an invoice of very superior brandy and Port and snerry wines, in demijonns.

ZENTMAYER MICROSCOPE.

On Friday,
At 12 o'clock, at the auction store, will be sold, a superior microscope, cost \$220. ASSIGNEES SALE.

Soth instant, at 12 o'chock, at the auction store, No. 1110 the sunt street, will be sold, by order of assignees in bankrupicy, one oil painting.

CLARK & EVANS, AUCTIONEERS, NO. 63

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

C. D. McCl.FES & CO. AUCTICNEERS

SALE OF 1600 CARES-HOUTS, SHOES, BROGANS, ETO, ETO, ETO, ETO, On Monday Morning,
Nov. 16th, commencing at 10 o'clock, we will sell by catalogue, for cash, a large and superior assortmen of boots, shoes, brogans, balmoras, etc.
Also, ladies', misses', and children's city made goods.

NEW YORK AUCTIONS.

DY HENRY D. MINEB, AUCTIONEBR.—
Salestoom, Nr. 3 CORTLAND Street, four doors west from Broadway.

Art Gallery, Mo. 545 Broadway.
The sale of the superb collection of High Class MODERS OIL PAINTINGS, comprising the entire gallery of A. D'Huyvetter, Esq., will take place at the Art Gallery of Messra, Miner & Barker Thursday and Friday Evenings. November 19 and 20 at 7% o'clock. The names of the tollowing distinguished artists are represented by very choice and important works:—
Eugens Verbockhoven, J. Robie, Louis Van Kuyck, F. Roffiasa, W. Verschuur, C. M. Webb, F. Roffiasa, Hendrik Schaefels, Mari Tenkate, Mari Tenkate, H. Herzog, C. M. Webb, F. De Brakeleer, Henriette Ronner, Porteits

Rugens Verborckhoven,
David Col.
Adolpre Billens.
Louis Van Kuyck,
F. Roffiaen.
W. Verschuur,
C. M. Webb,
Knarran,
Schiessinger,
E. Bosch.
J. Fauvelet.
J. Fauvelet.
J. Fauvelet.
J. Fauvelet.
J. Fauvelet.
J. Fauvelet.
J. F. Bellows.
And others.
The above collection stands unrivalled for artistic merit by any that has ever been presented to the American public for exhibition and sale. They are now on view day and evening, free, at the gallery as above. There is also exhibiting in the same gallery the latest and most important work of J. VAN LERIUS. OF ANTWERP.

Psinted to order for A. D'Huyvetter, Esq., which is now being chromo-lithographed by Messes. Fabronius, Gurney & S. n. of New York, subscriptions for which will be received at the place of exhibition.