FOREIGN ITEMS.

An "Enoch Arden" Affair.—A variation on the "Enoch Arden" romance is narrated as an incident in a country town of Cork. The heroine of the adventure, married ten years ago, was shortly afterwards forsaken by her husband, who emigrated to America. At the end of nine years she married again, the second husband, like the first, belonging to the laboring class. Soon after this the return of the first husband was reported; whereupon the woman, who had kept the fact of her first marriage a profound secret, immediately disappeared, and the most diligent search by both husbands has failed to discover her retreat. A correspondent, referring to this incident, says:—It reminds me of an older one, to which you will perhaps allow me to call attention as an authentic example of the most moral, manly, English, and constitutional behavior, under such "tolerable and not-to-be-borne" circumstances. It is mentioned in Lyson's "Environs" as from an entry in the parish register of Bermondsey, A. D. 1604:—

The forme of a solemne vowe made betwixt a man and his wife, having bene long absent, through which occasion the woman being married to another man (he) tooke her again as followeth:—

The Man's Speach.—"Elizabeth, my beloved wife, I am right sorie that I have so long absented myselfe from thee, whereby thou shouldst be occasioned to take another man to be thy husband. Therefore I do now vowe and promise, in the sighte of God and this companie, to take thee againe as mine owne, and will not only forgive thee, but also dwell with thee, and do all other duties unto thee as I promised at our marriage."

The Woman's Speach.—"Raphe, my beloved husband, I am right sorie that I have in thy absence taken another man to be my husband; but here, before God and this companie, I do renounce and forsake him, and do promise to kepe myselfe only unto thee duringe life, and to performe all other duties which I first promised unto thee in our marriage."

Then follows a short "occasional prayer," and the entry concludes with the names of the parties, and the attestation of the "parson, clark," etc. I regret that I cannot find any "speach" *of the other man's* to complete this notice, but I hope some exemplary record of his sentiments may yet be discovered by local antiquarians; or that in the opposite case we may indulge in the reasonable conjecture that he gave a cordial consent, *by silence*, to the termination of his experience of matrimony."

Cotton in England.—The cotton supply question is of considerable interest and gravity. Thus, in the nine months ending September 30, this year, 8,294,049 cwt. only were imported into the United Kingdom, as compared with 8,844,233 cwt. in the corresponding period of 1867, and 9,790,314 cwt. in the corresponding period of 1866. The receipts of cotton from Mexico and China appear to have entirely ceased this year; and the imports from British India sank in the first nine months of this year to 2,187,359 cwt., as compared with 2,963,850 cwt. in the corresponding period of 1867, and 4,163,799 cwt. in the corresponding period of 1866. The deliveries from the United States, however, increased to 4,362,983 cwt. to September 30, this year, as compared with 4,188,054 cwt. and 3,995,679 cwt. in the corresponding periods of 1867 and 1866 respectively. It will be seen that the decrease in the imports in the first nine months of this year was 550,184 cwt., as compared with the corresponding three-quarters of 1867; but the falling off was to some extent neutralized by the decline in the exports of cotton from the United Kingdom, which were less by 453,888 cwt. in the nine months ending September 30, this year, than in the corresponding period of 1867. The actual diminution in the quantity of cotton available for home consumption in the United Kingdom to September 30, this year, was thus reduced to 96,296 cwt. Of the miscellaneous cotton fields, if we may so call them, Brazil appears to be more than holding her own, but all the others are losing ground.—*Pall Mall Gazette.*

Wheat in England.—The price of wheat is now about 18s. per quarter lower than it was at the corresponding date of 1867. It is, however, about 2s. per quarter higher than it was at the corresponding date of 1866, 12s. per quarter higher than at the corresponding date of 1865, and 16s. per quarter higher than at the corresponding date of 1864. It can hardly be said, then, that we have yet entered upon a period of extreme cheapness as regards wheat; and the return to comparatively moderate rates has had the effect of reducing to some extent the foreign deliveries, the imports in September having declined to 2,259,430 cwt., as compared with 3,067,662 cwt. in September, 1867, and 1,192,064 cwt. in September, 1866. Even the United States deliveries, which had been making progress for some time past, show a certain decline, although in the first three quarters of this year we received 4,714,203 cwt. of American wheat, as compared with 1,980,007 cwt. in the corresponding period of 1867, and 388,010 cwt. in the corresponding period of 1866. The imports in October will be found to have been considerable, however; and, upon the whole, the tendency of wheat prices appears likely to be gradually downwards.—*Pall Mall Gazette.*

—*Galignani* quotes from an Italian journal an account of a recent operation to save life by the transfusion of blood. It was performed in Palermo, at the Hospital della Concezione, by Dr. Albanese. A young man had a leg amputated for a bad humor, while in a very low state; but the operation reduced him to a worse state than ever, and it became apparent that he was fast sinking, the pulse being imperceptible and the body cold. In this emergency the transfusion of blood was proposed. Two assistants of the hospital offered to have their veins opened for the purpose, and thus, at two different intervals, 220 gms. of blood were introduced into the patient's system. After the first time he recovered the faculty of speech, and stated that, before, he could neither see nor hear, but now felt as if he were flying in the air. At latest dates he was reported in a fair way to recovery. This is one of the few successful cases of the kind on record.

—The Emperor Napoleon had Baron Jerome David to breakfast the other day; the Baron is chief of the ultra-conservative or Arcadian party, and is spoken of as likely to succeed M. Schneider as President of the Corps Législatif. If these things bode badly, it is pleasant to learn that in a report on the coming elections which M. Pinard has just submitted to the Emperor, the Minister of the Interior advises that the Government shall only interfere where anti-dynastic candidates take the field. Should this suggestion be followed, a blow will be dealt to the degrading system of official candidates. During next session, which will be a short one, the Corps Législatif will merely discuss the budget, the agricultural code, and the famous treaty between the Crédit Foncier and the city of Paris, by which M. Haussmann wishes to borrow 400,000,000 francs.

—A poultry raiser in Australia has a pen of 10,000 acres, in which he keeps ostriches, for their feathers, not eggs.

—The American young ladies in Paris continue to attract marked attention—the wealthy ones particularly.

—During the recent Erie "combination" a bank whose capital does not exceed three quarters of a million certified a check for eight millions.

LUMBER.

FALL, 1868.

F. H. WILLIAMS,
Seventeenth and Spring Garden Sts.
Calls the attention of Builders and others to his Stock of
SEASONED LUMBER,
CONSISTING OF
Hemlock and Spruce Joists,
Carolina Flooring, all grades,
White Pine Boards, all qualities,
Shingles, Plastering Lath,
And all kinds of Building Lumber. [10 8 thstu2m

AT LOWEST PRICES.

1868. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1868.

1868 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1868

1868 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1868

1868 WALNUT BDS AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1868

1868 UNDERTAKERS LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1868

1868 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1868

1868 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1868

1868 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1868

1868 CEDAR SHINGLES. CYPRESS SHINGLES. 1868
MAULE, BROTHER & CO.,
11 No. 2500 SOUTH Street.

T. P. GALVIN & CO.,
LUMBER COMMISSION MERCHANTS
SHACKAMAXON STREET WHARF,
BELOW SLOAT'S MILLS,
(SO-CALLED), PHILADELPHIA.
AGENTS FOR SOUTHERN AND EASTERN Manufacturers of YELLOW PINE and SPRUCE TIMBER BOARDS, etc., shall be happy to furnish orders at wholesale rates, deliverable at any accessible port.
Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS, SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATCO SHIP-KNEES. 1 31 stuthf
ALL OF WHICH WILL BE DELIVERED AT ANY PART OF THE CITY PROMPTLY.

GOVERNMENT SALES.

HORSES, MULES, WAGONS, ETC.
DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., November 18, 1868.
Will be sold at Public Auction, on MONDAY, November 30, 1868, commencing at 10 o'clock, at Lincoln Depot, a quantity of Quartermaster's stores no longer required by the Department, consisting in part of:—

25 Horses,	1 Dead Horse Dray,
50 Mules,	5,000 lbs. Iron, assorted,
300 Army Wagons,	5,000 lbs. Steel, do.
100 Wagon Wheels,	5,000 lbs. Rope, do.
50 Ambulance Wheels,	25,000 lbs. H and M Shoes, assorted,
1 Shingle Machine,	
3 Circular Saws,	20,000 feet Oak and Ash Lumber,
1500 King Bolts,	
160 Tongue Chains,	200 Wagon Wheel Boxes,
5000 Open Links,	
25 Wagon Jacks,	600 Ambulance Wheel Boxes,
3 Carts,	
5 Ambulances,	4,000 S Hooks.

together with a quantity of articles rated as unserviceable, consisting in part of Brushes, Lanterns, Harness, Whips, Chairs, Files, Bedsteads, etc.
Attention is especially called to the high class of Mules offered at this sale.
Catalogues will be furnished.
Terms—Cash in Government funds.
By order of the Quartermaster-General,
A. P. BLUNT,
Brevet Colonel, A. Q. M.,
11 20 6t Acting Depot Quartermaster.

PUBLIC SALE OF CONDEMNED ORDNANCE AND ORDNANCE STORES.
A large amount of condemned Ordnance and Ordnance Stores will be offered for sale at public auction, at the Frankford Arsenal Philadelphia, on MONDAY, the 21st day of December, 1868, at 10½ o'clock A. M. The following list comprises some of the principal articles to be sold, viz.:—
19 iron-brass guns, various calibres.
1,419 000 pounds of shot, shell, etc.
8411 muskets, carbines, rifles, etc., various models.
90 000 pounds of gunpowder.
31 775 lots of infantry accoutrements.
4748 lots of cavalry accoutrements.
427 saddles.
715 curb bridles.
4 4 watering bridles.
422 halters.
Persons wishing complete lists of the stores to be sold can obtain them by application to the Chief of Ordnance at Washington, D. C., of Brevet Colonel CRISPIN, U. S. A., Purchasing Officer, corner of HOUSTON and GREEN Streets, New York city, or by direct application to this Arsenal.
S. V. BENET,
Brevet Lieutenant Colonel U. S. A.,
11 21 6t] Commanding.
Frankford Arsenal, Bridesburg, Nov 14, 1868.

GOVERNMENT SALE AT THE NATIONAL ARMORY.
BY ORDER OF THE PRESIDENT OF THE UNITED STATES, the following CONDEMNED ORDNANCE STORES will be offered at public auction, at the NATIONAL ARMORY, SPRINGFIELD, Massachusetts, MONDAY, December 14, 1868, at 10 o'clock A. M., viz.:—

Small arms, various models.	Machinery,
Horse Equipments.	Scraps Steel,
Parts of Artillery Bits.	Old Grindstones.
Accoutrements.	Gun Stocks, various stages,
Parts of Arms, various models.	Old Vices,
Old Tools.	Lot Window Frames.
Borax	Sash and Blinds.
Old Rope.	1 Mowing Machine.
Scraps, iron-wrought, and cast.	Horse Carts.
	Tallow.
	1 Old Shed, etc.

Catalogues giving quantity, etc., have already been furnished. Parties who have not received them will be supplied by applying to the Commanding Officer.
J. R. McGINNESS,
11 20 fmw6t Brevet Major Commanding.

CHROMO-LITHOGRAPHS.

"A REGAL DESSERT."
A new and beautiful Chromo-Lithograph, after a painting by J. W. Peyer, just received by
A. S. ROBINSON,
No. 910 CHESNUT Street,
Who has just received
NEW CHROMOS,
NEW ENGRAVINGS,
NEW FRENCH PHOTOGRAPHS,
NEW DRESDEN ENAMELS
LOOKING GLASSES, Etc.
3 15 FREE GALLERY.

DYEING, SCOURING, ETC.

NEW YORK DYEING AND PRINTING ESTABLISHMENT.
WORKS ON STATEN ISLAND.
Offices, No. 40 N. EIGHTH street, west side, Phila.; No. 98 DUANE Street
No. 752 BROADWAY, New York, and
Nos. 134 and 136 PIERREPONT Street, Brooklyn.
This old and extensive establishment having been in existence a *half century* are prepared to DYE and CLEANSE Ladies' and Gentlemen's Garments and Piece Goods of every description and fabric in their usually unsurpassed manner.
SAMUEL MARSH, President.
J. T. YOUNG, Secretary. 10 19 mwf2m

SILVERWARE, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Watches,
Diamonds,
11 [4p] **Jewelry,**
Solid Silver & Plated Ware.

FRENCH CLOCKS.

G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,
Importer and Dealer in FINE WATCHES, JEWELRY, AND SILVER-WARE, offers the largest assortment of FRENCH CLOCKS [5 22
In Philadelphia. Wholesale and Retail.

FIRE AND BURGLAR PROOF SAFES

FIRE-PROOF SAFES.

$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.

A 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 DESCRIPTIVE CIRCULAR.
MARVIN & CO.,
PRINCIPAL WAREHOUSES, 721 CHESTNUT ST., (Masonic Hall), Phila.,
265 BROADWAY, NEW YORK,
108 BANK STREET, CLEVELAND, O.,
And for sale by our Agents in the principal cities throughout the United States. 8 31 mwf3m

MARQUETTE!
MARQUETTE!
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.
Messrs. Herring & Co.
GENTLEMEN:—On the 11th ult., the entire business portion of our town was destroyed by fire. Our safe, 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 places), 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,
WILKINSON & SMITH.
HERRING'S PATENT BANKERS' CHAMPION SAFES, made of wrought iron and steel, and the Patent Franklinite, or "Spiegel Eisen," the best resistant to burglars' drills or cutting instruments ever manufactured.
DWELLING-HOUSE SAFES, for silver 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 WORLD'S FAIR, London; the WORLD'S FAIR, New York; the EXPOSITION UNIVERSELLE, Paris, and WINNER OF THE WAGER OF 30,000 FRANCS at the recent international contest in Paris, are made and sold only by the undersigned and our authorized agents.
FARREL, HERRING & CO., PHILADELPHIA.
HERRING, FARREL & SHERMAN, New York.
HERRING & CO., Chicago.
HERRING, FARREL & SHERMAN, New Orleans.
9 2wfm3mrp

C. L. MAISER,
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES,
LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,
3 5 No. 434 RACE Street.

RAILROAD LINES.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, 3·15 P. M.
For Millville, Vineland, and intermediate stations 8·15 A. M., 3·15 P. M.
For Bridgeton, Salem, and way stations 8·15 A. M. and 3·30 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 noon.
Freight received at second covered wharf below Walnut street, daily.
Freight Delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL,
9 15 Superintendent.

CAMDEN AND AMBOY RAILROAD. CHANGE OF HOURS.
On and after MONDAY, Nov. 23, 1868, the MORNING ACCOMMODATION LINE, leaving Walnut Street Wharf, Philadelphia, at 5·30 A. M. for New York, via South Amboy, will leave at 6·30 A. M., and the line leaving Pier No. 1 North river, New York, at 5·30 A. M. for Philadelphia, will leave at 6·30 A. M., stopping at all the usual stations.
The Train leaving Walnut street Wharf at 3·30 P. M. for New York, and leaving New York at 7 A. M. for Philadelphia, will be discontinued after Saturday, Nov. 21, and run to and from West Philadelphia Depot. W. H. GATZMER, Agent.
Philadelphia, Nov. 20, 1868. 11 21 3t

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
REMOVED TO No. 134 DOCK Street,
11 PHILADELPHIA

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands.
Tent, Awning, Trunk, and Wagon Cover Duck.
Also, Paper Manufacturers' Drier Felts, from one to several feet wide; Pauling, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
No. 103 JONES' Alley.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Summer Passenger Trains leave the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.
Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, 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, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.
READING ACCOMMODATION.—Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.
Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·05 P. M.
Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.
Harrisburg accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.
CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia; returning from Downingtown at 6·30 A. M., 1·00 and 5·45 P. M.
PERKIOMEN RAILROAD.—Passengers for Skippack take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Skippack at 8·10 A. M. and 1·25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5·00, and 8·00 P. M., passing Reading at 1·10 A. M., 1·34, and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, 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 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey 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 RAILROAD.—Trains leave Pottsville at 6·45, 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·30 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.
TICKETS.—Through first class tickets and emigrant 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 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, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.
Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.
Mileage Tickets, good for 2000 miles, between all points, at $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 furnished with cards, entitling 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.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.
Freight Trains leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
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 2·15 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, GERMANTOWN, AND NORRISTOWN RAILROAD.—TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¼, 6·10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 Down Train, and 3¼ and 5¼ Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9¼ A. M., 2, 7, 10½ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 7, 9 and 11 P. M.
Leave Chestnut Hill 7·10, 8, 9·40, and 11·10 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.
Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

PHILADELPHIA AND ERIE RAILROAD, THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, September 14, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—
WESTWARD.
MAIL TRAIN leaves Philadelphia .... 10·40 P. M.
" " Williamsport .... 8·20 A. M.
" arrives at Erie .... 9·25 P. M.
ERIE EXPRESS leaves Philadelphia .... 11·30 A. M.
" " Williamsport .... 8·35 P. M.
" arrives at Erie .... 9·50 A. M.
ELMIRA MAIL leaves Philadelphia .... 8·00 A. M.
" " Williamsport .... 6·25 P. M.
" arrives at Lockhaven .... 7·45 P. M.
EASTWARD.
MAIL TRAIN leaves Erie .... 10·50 A. M.
" " Williamsport .... 10·15 P. M.
" arrives at Philadelphia .... 7·00 A. M.
ERIE EXPRESS leaves Erie .... 7·25 P. M.
" " Williamsport .... 8·15 A. M.
" arrives at Philadelphia .... 5·00 P. M.
Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH.
ALFRED L. TYLER,
11 General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 5, 1868, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·45 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 6·15 and 11·30 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street at 6·25 A. M., 7·45 A. M., 8·00 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., and 6·55 P. M.
Trains leave West Chester at 8·00 A. M. and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction, going East, 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 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 arrival.
ON SUNDAYS,
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 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.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA. 2 2
ALEXANDER G. CATTELL. ELIJAH CATTELL.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.
FROM WALNUT STREET WHARF.
At 6·30 A. M., via Camden and Amboy Accom.... $2·25
At 8 A. M., via Camden and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express...... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M., and 2·00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3·30, and 4·30 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 1, 2, 3·30, 4·30, 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 1, 2·30, 4·30, 6, and 11·30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.
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 $3.
At 7·30 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 7·30 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 10·15 A. M., and 2·30, and 5 P. M. for Schenck's and Eddington.
At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.
At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M. New York Express Lines, via Jersey City; Fare, $3 25.
At 11·30 P. M. Emigrant Line; Fare, $2.
At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M., for Trenton.
At 9·45 A. M., 4, 6·30 and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·45 A. M., 6·30 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·45 A. M. 6·30 and 12 P. M. Lines.
BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A. M., 1·30, 3·30, and 5·30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1·30 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.
FALL TIME, TAKING EFFECT NOV. 22, 1868.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.
Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:—
Mail Train .... 8·00 A. M.
Paoli Accommodation, 10·30 A. M., 1·10, and 9·00 P. M.
Fast Line .... 11·50 A. M.
Erie Express .... 11·50 A. M.
Harrisburg Accommodation .... 2·30 P. M.
Lancaster Accommodation .... 4·00 P. M.
Parkesburg Train .... 5·30 P. M.
Cincinnati Express .... 8·00 P. M.
Erie Mail and Buffalo Express .... 10·45 P. M.
Philadelphia Express .... 12·00 Night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express .... 3·10 A. M.
Philadelphia Express .... 8·10 A. M.
Paoli Accommodation .... 8·30 A. M., 3·40 and 7·10 P. M.
Erie Mail and Buffalo Express .... 10·00 A. M.
Parkesburg Train .... 9·10 A. M.
Fast Line .... 10·00 A. M.
Lancaster Train .... 12·30 P. M.
Erie Express .... 4·20 P. M.
Day Express .... 5·10 P. M.
Harrisburg Accommodation .... 9·40 P. M.
For further information apply to
JOHN C. ALLEN, Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
4 29 General Superintendent Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4·00 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11·30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre de Grace.
Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave 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 8·10 A. M., 1·30, 4·15 and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7·00 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail. 9·35 A. M., Express. 2·25 P. M., Express. 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.
WINTER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7·45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 1·45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Hazleton, Mahanoy City, Mount Carmel, Pittston, and Scranton.
At 5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.
For Fort Washington at 10·45 A. M. and 11·30 P. M.
For Lansdale at 6·20 P. M.
Fifth and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9·10 A. M., 2·10, 5·25, and 8·30 P. M.
From Doylestown at 8·35 A. M., 4·55 and 7 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 10·45 A. M. and 3·10 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH street.
ELLIS CLARK, Agent.

JONES HOUSE, HARRISBURG, PENNSYLVANIA.
The undersigned having leased the above popular and well-known house, which has been thoroughly repaired and greatly improved, as well as entirely refurnished throughout with elegant new furniture, including all the appointments of a first-class Hotel, will be ready for the reception of guests on and after the 15th of November, 1868.
10 31 1m THOMAS FARLEY, Proprietor.

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.
On Monday Morning.
Nov. 30, at 10 o'clock, on four months' credit. 11 24 4t
By order of Messrs. H. Hennequin & Co., including 200 plain black Thibet and merino long shawls.
300 Paris broche, open centres, long shawls.
200 Paris broche filled centres cashmere long shawls.
Also, by order of
MESSRS. L. & B. CURTIS & CO.
A full assortment of their celebrated fabrics, including—
Pieces Paris merino, cashmeres and delaines.
Pieces Paris black and fancy silk poplins.
Pieces Paris striped and silk chaine poplins.
Pieces Paris silk chaine epinglines.
Pieces Paris black and colored gros grains and alpacas.
Rich Paris cashmere shawls.
Pieces black gros grain silk and cashmere de soie.
Pieces black and colored satins.
Pieces mantilla velvets, of a superior make. 11 27 3t

SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.
On Tuesday Morning.
Dec. 1, at 10 o'clock, on four months' credit. [11 25 4t

PEREMPTORY SALE OF SHAWLS, BY ORDER MR. THOMAS DOLAN.
On Thursday Morning.
December 3, at 10 o'clock, on four months' credit—1000 new style high-colored striped wool long shawls. 11 27 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,
On Thursday Morning.
Dec. 3, at 10 o'clock, on four months' credit. [11 27 5t

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET St.
POSITIVE SALE BY CATALOGUE,
On Monday.
November 30, commencing at 10 o'clock, of a large line of millinery goods, stock of millinery fixtures, large stock of notions, etc., etc.
Comprising about 500 lots new and desirable goods. 11 27 2t

BY B. SCOTT, JR., SCOTT'S ART GALLERY, No. 1020 CHESNUT St., Philadelphia.
VERY IMPORTANT SALE.
HIGH CLASS MODERN PAINTINGS.
B. SCOTT, Jr., respectfully announces that he has received instructions to sell the
GALLERY OF J. P. BEAUMONT, Esq.,
of New York, consisting of Original Specimens by Artists of celebrity, selected by him in the various capitals of Europe, and containing an unusual number of Paintings of the highest value and distinction, painted expressly to his order. Among them are the works of

E. Johnson, N.A.	W. S. Mount, N.A.	Mme. Ronner
Carl Becker	L. Mignot	Gesselschap
A. Achenbach	Chev. Calisch	F. Keis
Guillemin	Devoter	V. Chavet
C. Schlesinger	L. Escacura	C. Hognet
Frore	Scheithout	W. Riefstahl
Fauvelet	Van Hove	Nordenberg
Dansaert	Van Wyngaerdt	A. Rosier
Seirure	J. T. Peele	Jernberg
Devedeux	Boddington	W. C. Knell
Verbeckhoven	Stephanoff	W. Genta
Otto Erdman	G. Armfield	H. Baron
Carl Hoff	Toussaint	Eug. de Block
De Jonghe	W. Amberg	E. von Raveu
J. H. Dell	Jan Platteel	F. Stroebel
	Unterberger etc. etc.	

Together 167 specimens, selected for their beauty and artistic merit by the above well-known connoisseur, and which will be exhibited in the EASTERN GALLERIES OF THE ACADEMY OF FINE ARTS, CHESNUT Street, above Tenth, on SATURDAY, 21st November, and day and evening until the time of sale.
The sale will take place on TUESDAY AND WEDNESDAY EVENINGS, December 1 and 2, at half-past 7 o'clock. 10 19 tf

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.
SALE OF REAL ESTATE AND STOCKS,
December 1, at 12 o'clock, noon, at the Exchange.
NEW MARKET STREET, No. 329 and 331—Two four-story Brick Residences and ten three-story Brick Dwellings.
WALNUT, No. 1624—Valuable Residence.
FRONT (South) No. 116—Very valuable Store, 30 by 224 feet, three fronts.
TWENTIETH (North), No. 122—Modern Residence.
FRANKLIN, No. 524—Modern Residence.
FRONT (North), Nos. 406 and 410—Valuable Building, Engine, etc. etc.
BROAD, N. W. Corner Germantown avenue—Triangular City Lot.
DELAWARE COUNTY, Penn'a—107 Acres on Darby and Chester pike.
FIFTH (South), No. 312—Store and Dwelling.
WALLACE, No. 2202—Modern Residence.
LOGAN, No. 529—Genteel Dwelling.
FRANKLIN, No. 614—Desirable Dwelling.
MONTGOMERY CO., Penn'a—Store and Dwelling, 3½ acres on Lancaster turnpike.
FORTY-SECOND, South of Chesnut—Valuable Lot.
THIRTY-EIGHTH AND BRIDGE, S. W. Corner—Large Lot 160 by 218.
EVERETT, East of Thirteenth—Two Lots.
THIRTEENTH, North of Carpenter—Genteel Dwelling.
TWELFTH (South), No. 920—Genteel Dwelling.
PARRISH, No. 1608—Genteel Dwelling.
FEDERAL—Nos. 118 and 120—Two Brick Dwellings.
GROUND RENT—$19·50 a year.
BANK AND OTHER STOCKS, LOANS, ETC.
Executors' Sale—
125 shares American Anti-Incrustation Company.
5 shares Ridge Avenue and Manayunk Railway Co.
1 share Academy of Fine Arts.
For Other Accounts—
2 Season Tickets Arch Street Theatre.
5 shares American Academy of Music, with Ticket.
79 shares Second and Third Streets Passenger Railway Company.
40 shares Central Transportation Company.
2 shares Southern Transportation Company.
50 shares Pacific and Atlantic Telegraph Company.
1 share Point Breeze Park.
10 shares Southwark National Bank.
$ 0.0 Bond Union Car and Manufacturing Company of Philadelphia, 7 per cent., Coupons January and July. 11 27 3t

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.
SALE OF 1600 CASES BOOTS, SHOES, BROGANS, BALMORALS, ETC. ETC.
On Monday Morning.
Nov. 30, commencing at 10 o'clock, we will sell, by catalogue, for cash, 1600 cases men's, boys', and youths' boots, shoes, brogans, balmorals, etc.
Also, a large line of women's, misses', and children's wear. 11 27 2t

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.
Will sell THIS DAY, Morning and Evening,
A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc.
City and country merchants will find bargains.
Terms cash.
Goods packed free of charge. 9 29

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.
Sale at No. 2020 North Seventh street.
HOUSEHOLD FURNITURE, PIANO-FORTE, ETC.
On Monday Morning.
At 10 o'clock, at No. 2020 North Seventh street, will be sold—the furniture of a family removing from the city; comprising rosewood piano-forte made by Bradbury, hair-cloth parlor furniture, carpets, chamber furniture, etc. [11 27 2t

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

NEW PUBLICATIONS.

ENGLISH MEDICAL WORKS.—WILLIS P. HAZARD, No. 722 SANSOM Street, will close out the entire stock of Medical Books, mostly London editions of good authors, at less than cost, comprising the Sydenham Society's issues, John Churchill's publications, Cooper's Surgical Dictionary, some excellent French works, etc. etc., to which the attention of physicians is requested.
Books imported to order promptly in six weeks, at 10 6] THE ENGLISH BOOKSTORE.

SEWING MACHINES.

NOTICE.
To Purchasers, Sellers, or Users of Buttonhole Sewing Machines.
The Commissioner of Patents having extended my Patent against the opposition of the President of the American Buttonhole Sewing Machine Company, therefore, all purchasers purchasing, using or selling Buttonhole Sewing Machines, containing my patented Shuttle Carrier, are hereby notified that they will be held directly responsible for damages unless licensed by me.
11 13 mwf6.rp CHAS. PARHAM.

HELFENSTEIN & LEWIS'
RAILROAD AND COMMERCIAL
PRINTING ROOMS
N.E. CORNER OF FIFTH & CHESTNUT STREETS.

UNITED STATES REVENUE STAMPS.—Principal Depot, No. 304 CHESNUT street. Central Depot, No. 103 S. FIFTH street, one door below Chesnut. Established 1862.
Revenue Stamps of every description constantly on hand in any amount.
Orders by mail or express promptly attended to.