

"Let us have Peace." To the Editor of the Evening Telegraph: The truth may be elicited, we would reply to your article of the 23d ult. respecting the action of the Pennsylvania Peace Society relative to the Indians.

True, we are but a branch of the Universal Peace Union, which numbers here and in Europe only some 10,000 registered names, and fear we shall remain, as you say, "insignificant in numbers" and appear "unpracticable in ideas," so long as an enlightened press opposes the reform we crave, and to establish which we, in all modesty, contribute our efforts gratefully.

The peril of our national honor and the obstacles in the way of peace demand the sacrifice of a natural aversion to public notice. We object to General Sherman's views being taken as conclusive, because he cannot be unprejudiced or disinterested. He argues from a military basis. It is in the line of his trade to see a necessity for military proceedings. He is among the Indians, with an army to back him. He approaches them in military dress and armed with deadly weapons, and it is an unfair test. Still, even he admits that the Indians have sometimes good grounds for complaint, and that the whites by imprudence and wanton aggression give pretexts for hostility.

And yet he recommends the removal of the Indians by force from the border, without suggesting the removal of those cruel white speculators and unjust agents and contractors. We send our memorial to Congress, based upon facts which thoroughly corroborate our statements.

Griffith M. Cooper, during his valuable life of thirty years, much of which was spent among the Indians in Minnesota and Wisconsin. William Penn tried it and succeeded. The Cataraugus and Alleghany settlements in Western New York are contented and prosperous; in fact, the advancement made by the Indians in agriculture, horticulture, and social and political economy is very remarkable. From the reports of the Ohio and Baltimore Yearly Meetings of Friends we have a full explanation of the cause of the unsettlement among the Indians in Minnesota and Wisconsin, tracing it to the wanton destruction by the Government troops and the forcing of the Indians upon new and distant reservations late in the season. It further states that, in seeking information at the Indian Department at Washington, the late Secretary had admitted that the cause of the present Indian difficulties west of the Mississippi originated entirely from the failure on the part of the general Government to make timely appropriations to carry out treaties and engagements made. The outrages we have lately heard of have been committed by a comparatively small number of Indians, about two hundred Chippewas, twenty Sioux, and four Arapahoes.

Johnston Bennett, a Washington, begs of Friends to confer with Congress for full and complete justice towards the Indians. Hon. N. G. Taylor, Commissioner of Indian Affairs, says: "Every body knows that the present troops, as they are called, are not for regular duty by force, arms, and military discipline, but to beget sentiments of resentment and war, even in the most civilized communities, and how much more intense and bitter are the feelings naturally excited in the bosoms of the free wild savages by the presence of soldiers sent for their subjection."

"Military government is sure to entail among our tribes the destruction of a race by demoralization and disease, and it is inhuman and unchristian."

Some of the results of the fatal and ruinous system of establishing military posts in the Indian country are to be seen around Fort Snelling, in Minnesota, and around Fort Sumner, in New Mexico, before the late epidemics, and to all our military posts in that country. For seven years we fought the Indians in Florida, costing \$35,000,000, and this for 1500 Indians. Now that we have 300,000 Indians, an army of 200,000 white men, who can tell the cost of extermination?"

Mr. Taylor says emphatically:—"I have seen many tribes, and consulted with their chiefs and warriors, and they declare, without exception, that they will not fight with the military among them. Indian tribes never break the peace without powerful provocation or actual wrong perpetrated against them first."

Our members, James C. Pebley, who has spent many months among the Indians, returning to Canada with the Peace Commission, and declining to proceed further with them because the officers desired him to go armed, which he could not conscientiously do, and who has been in Florida and other Indian countries, has held interviews with the chiefs, and, after examining the whole question, implores those in power to cease their warlike preparations, and to let the proper persons go among the Indians to negotiate and to withdraw the military arm. He says:—"The cry of the whites on the frontier is for blood. I have begged them to withhold the murderous hand, there can be no difficulty under good management and a faithful execution of treaties. I have seen his appeals to Governor Crawford, General Sheridan, and others have been of no avail, and I now beseeches the East to unite in stopping the present cruel proceedings."

The good effects of treating the Indians with kindness and as human beings is fully established by some of our Iowa members. They have had frequent interviews with the Sioux and others when they have returned to visit the graves of their fathers, and former wars have been abandoned, and in turn, former depredations; but recently, whenever they have been received with open hands and treated fairly and kindly, there has been a reciprocal feeling, and upon leaving they have taken their hands, saying, "Blessings on the whites."

We have had interviews with the Ute Indians, and they confirm our position, as do Governor Hunt, of Colorado, Major D. C. Oakes, and John A. H. Boone, of Missouri. Late Commissioner of Indian Affairs, says:—"I hold the Indian war is without sufficient cause, and could be easily avoided if the press would lay before the country the facts in the exact manner in which General Balfour has done. He believed that but General Hancock's expedition he would have secured peace with all the tribes to whom he was sent."

General Samborn adds:—"To secure peace it is necessary for the Government to maintain an aggressive war; and it is deemed unwise to carry on a war against a few Indians, who can be readily kept at peace, and from whom we can derive no benefit. We can have all we want from the Indians without war. There is no trace of our wrongs here."

Colonel Wynkoff sustains our position as to prevention of war; as does also H. H. White, Bishop of Minnesota in the latter manner. Mr. S. J. Tappan, of N. Y., has rendered special service in the development of our proposition for the settlement of the Indian difficulties. Colonel Adams has called upon us and urged us to carry out our plan; and he has done so in a manner that will have to be adopted before the matter will be settled justly or permanently. John Bacon, of Oregon, after years of practical study of this question presents a similar view, and Rev. Samuel L. Himes, of Minnesota, says:—"I have seen the Indian recently treated with us, and very many other reliable authorities, confirm us in our position. General H. Jackson's researches as to the causes of the Indian wars, for the past thirty years, especially those wars, as lovers of our country and our countrymen, which know no geographical or racial distinctions, we shall regard as a national petition, and pray for the removal of those obstacles to peace and such a correction of the present sentiment as will render war impossible. Philadelphia, 12th month 1, 1868.

Foreign Miscellany.

The London Times publishes a gratifying account of the improvement of Venetia since her liberation. Her trade has increased from £6,480,000 to £9,160,000, her tonnage from 263,775 tons to 334,764, while associations are being formed to organize direct communication with foreign countries which has hitherto been mainly conducted via Trieste. A line of steamers has been opened to Alexandria, and a Technical College of Commerce is about to be opened to teach language, banking, book-keeping, exchange, and commercial law. The work of primary education is being pressed on, 10,000 children having entered the schools in 1867, or about one in every two, and co-operative stores are springing up on every hand. These stores ought to suit the Italians everywhere, for they are born economists, do not waste their time, and would at any time walk a mile to save the actual expenditure of a penny.

The late Archbishop of Canterbury (Longley) was the fourth of the Primates of all England who had previously held the Archbishopric of York. Grindal was thence translated to the higher dignity, in 1576. Herring in 1747, Hutton in 1757, and Longley in 1862. Grindal used to send Queen Elizabeth grapes from his vineyard at Fulham (he was then Bishop of London); and his allusions to the vanity of dress, which were supposed to be leveled at the Queen, did not impede his way to the primacy. His independence, however, which he defended the Queen, and led to Grindal's suspension. Herring was a man who, with gentleness of principles, possessed indomitable bravery. He stirred up the North against the Pretender, and appeared in arms, like fighting bishops of older times. When unobtrusive Hutton was succeeded by Thomas Secker, the following epigram came of it:—

The bench hath oft posed us and set us a scorn; But the head of the Church no expounder will be; For his grace signs his own proper name, Thomas Omit.

—Cornwallis, the financial writer, has bought the N. Y. Tribune for \$200,000. —The nomination for Mayor of New York is "O. K." (Hall.) —The Lantier newspaper is looking dim. The sales are small, and so is the wit. —A lovesick New York broker paid \$200 for a bouquet for his sweetheart. —The ladies are after the St. Louis Post Office.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

From and after this date, the rates of freight by this line will be as follows: For heavy goods, four cents per ton; measurement; one cent per gallon for liquids, ship's option. One of the Steamers of this line will leave every Tuesday, Thursday, and Saturday. Goods received at all times on covered piers. All goods forwarded by New York agent free of charge except cartage.

For further information, apply on the pier to JOHN F. OHL.

FOR LIVERPOOL AND QUEENS TOWN.—Linnah line of Mail Steamers are appointed to sail as follows: CITY OF ANKON, Saturday, December 12. CITY OF WASHINGTON, Tuesday, December 15. CITY OF NEW YORK, Friday, December 18. Each succeeding Sunday and alternate Tuesday, at 11 P. M. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

NEW EXPRESS LINE TO ALEXANDRIA AND DELAWARE CANAL. The Express Steamship Company will leave DAILY from New York to Alexandria, via the Delaware Canal, every Tuesday, Thursday, and Saturday, at 11 P. M. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

PHILADELPHIA, RICHMOND AND WASHINGTON STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. For further information apply to the Company's Agents, JOHN F. OHL, No. 15 BROADWAY, N. Y.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

PENNSYLVANIA CENTRAL RAILROAD.

FALL TIME, TAKING EFFECT NOV. 2, 1868. The trains of the Pennsylvania Central Railroad leave Philadelphia as follows: For New York, via the Camden and Delaware River Railroad, at 8:00 A. M. For New York, via the Camden and Delaware River Railroad, at 11:00 A. M.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

RAILROAD LINES.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS. FROM PHILADELPHIA TO NEW YORK, AND WAYSIDE STATIONS.

AUCTION SALES.

LIPPINCOTT, SON & CO., AUCTIONEERS. L. ASHLERT BUILDING, No. 240 MARKET ST. THIRD POSITIVE SPECIAL TRADE SALE OF FRENCH AND GERMAN FANCY GOODS AND NOTIONS FOR THE HOLIDAY SEASON, BY CATALOGUE. On Friday Morning, Dec. 4, commencing at 10 o'clock, comprising full lines of these goods for holiday sales.

FANCY GOODS—ADDITIONAL. On Friday Morning, Dec. 4, at 10 o'clock, by catalogue, by order of the Receiver appointed by the Supreme Court, being the stock of an importing House, a large lot of fancy goods, comprising dolls in great variety, a very large line of chessmen, terrines, statuettes, inkstands, and other holiday goods.

FINANCIAL. SMITH, RANDOLPH & CO. BANKERS AND DEALERS IN GOVERNMENT SECURITIES. Dealers in all Government Securities. For Sale on London, Frankfurt, Paris, Etc. We Issue Letters of credit on Messrs. JAMES W. TUCKER & CO., Paris.

WM. PAINTER & CO., BANKERS AND DEALERS IN GOVERNMENT SECURITIES. No. 33 South Third Street.

AGENTS FOR THE UNION PACIFIC RAILROAD CO. AND ACCRUED INTEREST.

CENTRAL PACIFIC RAILROAD CO. FIRST MORTGAGE BONDS. At 102, AND ACCRUED INTEREST.

CENTRAL PACIFIC RAILROAD CO. FIRST MORTGAGE BONDS. At 103, AND ACCRUED INTEREST.

DEWEY, WEN & BROS. No. 40 SOUTH THIRD STREET, PHILADELPHIA.

BANKING HOUSE OF JAY COOKE & CO. Nos. 112 and 114 South Third Street, PHILADELPHIA.

THOMAS BIRCH & SON, AUCTIONEERS. 220 N. 3rd Street, Philadelphia.

NEW AND SECOND-HAND HOUSEHOLD FURNITURE. SHOW CASES, PLATED WARE, CHINA, ETC.

THE SAFE DEPOSIT COMPANY, OF PHILADELPHIA. For Safe Keeping of Valuables, Securities, Etc., and Renting of Safes.

HOLIDAY GOODS. R. & G. A. WRIGHT, No. 624 CHESTNUT STREET.

NOVELTY AND BEAUTY, ESPECIALLY FOR CHRISTMAS PRESENTS. CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.

CLARK & EVANS, AUCTIONEERS, No. 630 CHESTNUT STREET. Will sell THIS DAY, Morning and Evening, a large lot of Blankets, Bed Spreads, Dry Goods, Cottons, Chasings, Hosiery, Ribbons, Table and Pocket Tissues, Notions, etc.