The True Danger of Tobacco. From the London Epectator.

The long struggle between the votaries and the opponents of tobacco, which has raged at intervals for the last three hundred years, is we enspect, very nearly at an end. The world smokes just as the world ests, and sees as little necessity for defending the one practice as the other. It recognizes evils arising from oversmoking just as it recognizes evils arising from overeating; but is no more alarmed by stories of paralysis produced by eigars than by reports of apoplexy from roast goose. It sets down the victims in either case as slightly silly persons, and goes on its way with a remark about the uses of moderation. But that the governments of Europe have seized with natural eagerness on a new and tempting opportunity of taxation, and that there is but one mode of smoking, the narghile, which looks graceful, the women of the West would, we believe, ere this have adopted the practice. as their sisters in the East have done, and the victory of the weed would be complete. Mankind have discovered, in fact, a new pleasure so great that it tempts them to overcome an instinctive disgust so genuine that the first eigar makes everybody sick, do not see any counterbalancing evil, and will not be lectured into giving the pleasure up. Moralists indeed have pretty nearly abandoned their efforts in despatr. A man like Dean Close now and then says a harsh word against an enjoyment which he regards as purely sensual, and an economist occasionally makes a fuss about the waste of money it involves-a waste very curiously great, if we assume that tobacco has no effect either for good or evil; but as a rule these austere thinkers have concentrated most of their attention upon alcohol, a much less dubious subject for the eloquence of asceticism. The only serious attacks now come from the lastidions, who in some countries have contrived | special, it is not unique. The vaccine virus to make it bad taste to smoke a woman's presence; and from physicians, who every now and then are startled by isolated facts into reviewing the popular decision. Some such facts seem recently to have come before a well known physiologist, who in St. Paul's Magazine for this month does a little thinking aloud upou the matter, arriving, of course, with some hesitation upon one point to be noticed directly, at the popular conclusion. It is, he says, a fallacy to argue that because nicotine in the concentrated form or an overdose of ordinary tobacco is poisonous, therefere a smaller dose must in its degree be poisonous too. Quantity alters quality sometimes, as we see in the cases of alcohol, opium, and even flesh meat, all of which can be made to yield a strong poison, but in reasonable doses are innoxious or beneficial. The effect of the doses is not cumulative when the smoker is that ordinary state of health, any more than the effect of daily glasses of wine or cups of tea, either of which may be taken for seventy years with as little consequence at the close of life as at first. There are, no doubt, states of health in which a small dose may be highly injurious or even poisonous, and the essavist ness, an explanation of this circumstance, the cause, as he thinks, of much of the prejudice against tobacco:-

"The stemach is quite capable of absorbing the poison, but it absorbs it slowly compare i with the sapidity of the process by which the polson is excreted; and in consequence of this greater rapidity of excretion, sithough all the polson may be absorbed, yet at no one noment is there sufficient quantity in the blood to pro-duce injury. 'Spread out the chuader into its minutest tones,' says Schiller, 'and it becomes minutest tones,' a luliaby for children.' Spread out the deadliest poison in minute doves, and it becomes a medi-cine—as we know from the daily use of strycnnine, prussic acid, and other energetic polsons. in medical practice. Now, when a poison is rapidly excreted by the skin, lungs, and kidneys, so that an accumulation in the blood is prevented all injury is avoided, a succession of minute doses not being the same as one con-centrated dose. But if from any cause the rapidity of excretion be arrested, an accumulation takes place, and thus a small dose comes tion takes pince, and thus a small dose comes to have the effect of a large dose. This is not hypothesis, it has been proved by Hermann of Berlin, who found that the dose of curare which was quite innocators when injected into the stomsch of a rabbit, became almost immediately fatal if the vessels of the kidneys were fied, thus preventing the excretion from taking place through the kidneys. Hermann also found-what, indeed, Brown Sequard had long ago proved-that the dose of alcohol which was fatal to an animal when left exposed to the cold passed away without serious effects when the animal was kept very warm-the heat acceler-ating and the cold retarding the excretion from the skin. But in the great majority of cases small doses of tobacco are as extirely innocuous as small doses of the very dangerous poison contained in tea. The experience of mankind, which, after all, is the best guide, is, we need not say, in exact accord with this view, and tobacco might be pronounced a harmless luxury but for one exceptional fact, which is noticed by the writer in St. Paul's Magazine, but which is dismissed far too summarily. He admits, with a freedom which will please the few resolute opponents of tobacco, that its use in excess is very injurious, producing nervous complaints, hysteria, mental weakness, and sometimes paralysis, and very justly sets that aside as an evil incident to almost every habit of mankind. Alcohol, coffee, and even ordinary food may all be made dangerous by taking too much, and "the argument from excess is an excess of argument"-the only important point as to that matter being the limit of moderation, which differs with every individual, and with the state of the digestion on each separate day, or even hour, tobacco before breakfast being injurious to many men who can smoke after it with impunity. But those who use tobacco want an auswer, either from the lay physiologist of the St. Paul's or from the medical profession, to a much more subtle question. Has not tobacco a property belonging to very few substances which makes its use exceptionally dangerous, much more dangerons, say, than that of alcohol-the property, that is, when administered in an overdose, of effecting seme permanent change, probably in the spinal cord, which renders the victim for ever after liable to injury from the minutest dose ? This writer does not pretend to answer that question as it could be answered in the Lancet, but he has had special reason to study the action of tobacco, and believes that the following three cases quoted in the magazine, from Dr. Druhen's work on tobacco, point to the one real danger arising from its use:--"Case I. M. T., an advocate, aged thirty, of "Case I. M. T., an advocate, aged thirty, of athletic frame, began in 1840 to manifest symp-toms of a spinal affection, which continued thi the summer of 1845. These symptoms fluctu-ated considerably, but they resisted all treat-ment. At last, Dr. Druhen, suspecting that the disturbing cause was excessive smoking, per-suaded his patient to give up this bad nath. All the symptoms disappeared as if by enchant-ment, and at the end of one mouth the cure was complete. M. T. enjoyed excellent health for some time, but one day diving with the Doe-tor he entreated to be showed to induke in a cigar. The perturbation was refused, but he pertor he entraited to be showed to indulize in a eigar. The perturbaton was refused, but he per-sisted and smoked. No sconer nad he finished his second cigar than 1 saw him hashiy quit the table. I rose also in some anxiety, and he confessed that all his old sensations had re-turned. This indication was decisive. M. T. henceforth entirely gave up his cigar, took shed tonics for a month, and has ever incomposed robust health '-Case IL. M. observed that for some years his energies had been declining; he was excessively thin, ate little, and only found was excessively thin, are little, and only found comfort in smoking very strong claus. He complained of acute autominal pains every afternoon, which only ceased at night; from, blings of the limbs, painitalions and sometimes sickness. He was advised to relinquish tobaceo | three weeks,

during one month; did so, and all the ouring one month; did so, and all the symptoms disappeared; but he afterwards declared that he would rather endure to suf-ferings than be deprived of tobacco. He re-sumed his old habit, and the old painswe-turned.—Case III. A man aged forty five, of lymphatic temperament, extremely score, and very regular in all his habits, was treabled by the premonitory symptoms of melanenols mania. He was perfectly aware of his hallock hations, but could not escape them. After two After two or three weeks' medical treatment they passed away, and he resumed his labors at the bank where he held the post of cashier. M. Druhen scodentally learned that his patient was a scottering particle that his particle was a smotter-a moderate under-and that during his treatment the desire for tobacco had not made itself felt, but on his recovery he again resumed his cigar, and once more the old symptoms appeared. Warned thus by experi-ence, he rehounced tobacco entirely, and from that day has hed no recurrence of the sympthat day has had no recurrence of the symp toms.

There are physicians in London who could add greatly to this list. One we know watched a case in which a violent nervous and mental affection, cured by the disuse of tobacco, returned after an interval of years when the patient had thoughtlessly smoked a few cigars, and disappeared again on the cessation of the habit; and numbers of smokers will testity to occasional "fits" of severe malaise from a smaller allowance of tobacco than usual. Is it not, then, at least possible, if the facts are true-and every physician in large practice knows them to be correctthat almost any devotee of tobacco may accldentally get an overdose, and may thenceforward be hable to suffer more or lets severely whenever the ordinary does happens not to be carried off as rabidly as usual ? The poison is then absorbed as the writer in the St. Paul's describes, and a permanent, though it may be n inute, miury is inflicted on the nervous system. In what way the overdose alters the victim's liability to attack is a question for physiologists; but it may be certain that it does, and though we have called the action permanently alters the liability of every child in the empire to be poisoned by smallpox there are drugs-are there not ?-which produce a liability to epilepsy, and an overdose of mercury will intensify the action of calomel swallowed years afterwards. The old superstition about antidotes probably had its origin in facts of the same kind, observed, perhaps, in the times when men had a greater capacity for believing what they saw than they have in this century of ours. If this suggestion is correct, aud no other explains the facts, tobacco is a permanent danger to mankind, important whenever the conditions of men's lives or the specialties of their constitutions make overdoses probable.

The Iron Earl.

The Earl of Dudley's territorial possessions and country seats in Staffordshire and Worcestershire. England, his shooting-grounds in Sectland and the East of England, his mansion and picture gallery in London, his winter palace at Rome, even his valuable mineral estate in Mertonethshire, fade into insignificance when compared with his mines and collieries and irouworks in and around the Midland town from which he takes his title. in St. Paul's gives, with characteristic clear- | This latter estate-honeycombed by industry beneath, blackened by industry on the surface -covers an area of ten square miles.

intuishes employment for nine thousand workpeople, and, reckoning in their families, wholly supports, at a moderate computation, something like seven-and-twenty thousand human beings-a population equal to that of the city of Oxford at the last census. It is intersected by two private canal-, and traversed by forty miles of railway. The horses employed upon it are numerous enough to supply a cavalry regiment, the canal boats to furnish a fleet. The steam power used upon it is simply incalculable-it is so dispersed. Eight locomotives ply upon its railways; there are forty boilete in one of its works and twenty in another: every sit and every furnace over and under the whole ten intles has its accompanying steam-engines. This vast estate yields seventy thousand tons of coal and nearly a thousand tons of pig-from per week, to say nothing of the limestone used for flux: and it sends manufactured to a futo all the markets of the world. Nearly a hundred heads of departments are engaged in managing it, and it takes over three hunared clerks to keep the accounts. The annual outlay in wages does not fall far short of half a million sterling. -The London Athenana says:-The newest of the new planets is No. 98, fanthe, discov-ered in America, April 18, by Professor Peters: there may be two more, for aught we know. It is obviously a great difficulty to find names. Which lanthe is it? The daughter of Oceanus, or the betrothed of Iphis, about whom Ovid tells a curious story ? The two preceding were Clotho and Egle. It will not do to go on giving names. No one can use them; he must go from the name to the number. It will become a question, if the thing goes on, whether knowledge of the positions is to be kept up. In process of time we may have a thousand—ay, ten thousand—of these little specks of planet-dust. It must be a small job, even now, when a new one is discovered, to be quite sure it is not one of the old ones: what will it be when the 10,001st is found? The astronomers are very patient, and in gradual accumulation are only surpassed by the coral-insect. When Francis Baily fied, in 1845, the little outstanding jobs which he had nearly finished superintending were the new edition of the Astronomical Society's Catalogue (8377 stars), the printing of Lacaille's Louthern Catalogue (9766 stars), and the superintendence of Lalande's Catalogue (47,390 stars). In 1846 appeared the reducion-only astronomers know what a job that s-of all the planetary observations made at ireenwich from 1750 to 1830-the work of the Greenwich Observatory. Some reader immediately remarks, "How absurd that the discoverer of a little comet should instantly be of European fame when works like these are unnoticed !" There is some truth in this remark, but not so much as may be supposed. The comet finder may have been systematically watching, in a skilful way which ensures no loss of labor, for many a night, before he was repaid. William Herchel discovered Uranus, not by popping the telescope on it unawares. but as one fruit of a long examination of stars, for a purpose wholly unconnected with planetsearching. There is very little accident in these discoveries: those who look out have reasons for their particular courses. It was not by mere coincidence that Lassell, in England, and Bond in America, discovered the eigthth satellite of Saturn on the same night of 1848.

RAILROAD LINES.

M. for Bordentowa, Barlington, Barerly, and De-lanco, At 630 and 10 A. M., 1, 233, 430, 6, and 1130 P. M. for Forence, Edgewater, Riversice, River on, Fa-mars, and Fish House, and 2 P. for Florence and I busiton. 1 and 11.30 P. M. Lines leave from Market

Iverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upder sides.)
FROM RENSINGTON DEPOT.
At 11:4. M., via Keessi gion and Jersey City, New York Express Line, Fare \$5.
At 7:30 and 11 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Brittol. And at 10:15 A. M. for Britsol.
At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morrisville and Tury town.
At 7:30 and 10:15 A. M. aud 1:0, and 5 P. M. for Schenex's and Ecologou.
At 7:30 and 10:15 A. M. aud 1:0, and 5 P. M. for Cornwell's, Torrescale, Holmesburg, Tacony, Window Window, Window, Status, Status,

book, factory, wischnung, Bridesona, issues and the point of the po

BELVIDERS DI LAWARE BAILROAD LINES,

FLAVIDERS, DI LA WARMA RAINAGAD HISLS, FLAM KENSINGTON DEFOT. AL 7/20 A. M. for N'agara Failt, Budato, Dunkirk, Elmira, Ithaca, Owego, Bochester, Binghamton, Os-wego, Syrachae, Great Rend, Montrole, Wilkebbare, Scranton, Stroudsburg, Water Gap, Schootey's Moun-nits, Fic

At 5 P. M. for Lambertville and Intermediate Sta-At 7.39 A. M. and 3.39 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3.39 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Alientown, Bethlehen, etc. At 5 P. M. for Lambertville and Intermediate Sta-

CAMDEN AND BURLINGTON COUNTY IAND PEDBERTON AND HIGHTSTOWN RAIL-

MARKET STREET FERRY, (Upper Side.) FROM MARKET STREET FERRY, (Upper 81de.) A17 std 10 A. M., 150, 5 50, and 5 50 P. M., for Mer-chantsville, Mourestown, Hariford, Masonville, Hainspirt, Houtat Hony, smithville, Ewansyille, Vincentown, Birmingham, and Penno-rtou. At 7 a. M. 130 and 5 30 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imisystown, Sharon, and Highustown, 11 16 Willliam H. Ga IZMER, Agent,

PENESYLVANIA CENTRAL BAILROAD.

FALL TIME, TAKING EFFECT NOV. 22, 1898, The trains of the Fennsylvania Central Mathematical leave the Depois, at THIRTY-FIRST and Market Streets, which is reached directly by the Market Street cars he last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depol. Silveping Car Tickets can be and so application at the Ticket office N. W. corner Ninth and Chesnut streets, and the depol.

Agents in the Union Transfer Company will call for and deliver baggage at the depot. Orders leit at No. 501 Chesnut street, or No. 116 Market Street, will TRAINS LEAVE DEPOT, VIZ:-

Market street. TRAINS ARRIVE AT DEPOT. VIZ .--

PEADING RAILROAD. — GREAT TRUNK LINE from Princomputa to the Interior of Februs ivania, the schuytkid, susquebanna. Cumber-land aid wyoming Valleys, the North, Northwest and the Canadas Summer Passenger Trains leave the Company's Droot, Thirteenth and Callowbill streets. Frithelinka, at the following hours:-MORNING ACCOMMODATION.-At 750 A. M. for Reacting and all intermediate stations, and Alten-tows.

RAILROAD LINES.

for Reacing and all intermediate stations, and Allentiows. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:35 P. M. MORNING ENPIRESS-At \$:35 A. M., for Reading, Lebanon. Barri-burg, Pottsville, Pine Grove, Tama-gua, Subbury, Winkamsport, Elmira Rochester, Ningara Fails, Buffaio, Wilkesbarre, Pittston, York, carissie. Chambersburg, Hagerstown, etc. The 7:36 train connects at Reading with the East Penns ylvania Hallroad trains for Allentown etc. and the 5:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawiasa Rallroad trains for Williamsport, Lock Haven, Eimira, etc.; at Harrisburg with Northern Central, Cumber-land Valley, and Schuylk H and Sosquehaona trains for Northomberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

AFTERNOON EXPRESS,-Leaves Philadelphia at

AFTERNOON EXPRESS.—Leaves Philadelphia at 530 r. M. for Reading, Potisville, Harrisburg, etc., condeding with Reading and Columbia Kairond trains for Columbia, etc. POTISTOWN ACCOMMODATION.—Leaves Potts-town at 6 4b A. M., stopping at intermediate stations; arrives in Fhiladelphia at 905 A. M. Reinring leaves Philadelphia at 430 P. M.; arrives in Potistown as 6 40 P. M.

P. M.,
 READING ACCOMMODATION - Leaves Reading READING ACCOMMODATION - Leaves Reading at 750, A. M., stopping at all way stations; arrives in Fhiladelphia at 10 15 A. M. Returning, leaves Philadelphia at 515 P. M.; arrives in Reading at 876 P. M. Trains for Philadelphia leave Harrisburg at 510 A. M., and Pottaville at 545 A. M. arriving in Philadel-phin at 1 P. M. Afternoon traion leave Harrisburg at 205 P. M., and Pottaville at 245 P. M.; arriving at Philadelphia at 245 F. M.

205 P. M., and Poiteville at 245 P. M.; arriving at Philadelphia at 645 r. M. Harrisburg accommodation leaves Reading at 745 A. M. and marrisburg at 410 P. M. Connecting at Reading with Afternoos Accommodation south at 6 30 P. M., arriving in Philadelphia at 915 P. M. Market train, with a Passenger car attached leaves Philadelphia at 1245 noon for Pots ville and all Way Stations; saves Poinsville at 7 A. M. for Philadelphia and all other Way Stations. All the above trains rund all r. Sundays excepted. Surday trains neaves Pousville at 840 A. M., and Philadelphia at 315 P. M.; leave Philadelphis for Reading at 8 00 A. M., roturning from Reading at 432 P. M.

CHESTER VALLEY RAILROAD .- Passengers for Downingtown and intermediate points take the 1 80 A. M., 1245 and 4 80 P. z., trains from Philadel phia: returning from Downlagtown at 6 30 A. M., 100

PERKIOMEN RAILROAD .- Passengers for Skippack take 7 30 A. M. and 430 F. M. trains from Phila-delphia, returning from Skiponek at 810 A. M. and 1 25 P. M. Stage lines for various points in Persionen Valley connect with trains at Collegeville and Skip-

pack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST, - Leaves New York at 9 A. M., 5'00, and 8 to P. M., passing Reading at 1'10 A. M., 1'34, and 10'10 P. M., and connect at Harrisburg with Pennsyi-vania and Northern Central Rairoad Express Trains for Pittsburg, Chicago, Williamsport, Eimira, Balti-nore, etc.

more, etc. Beturning, Express Train leaves Harrisburg, on Returning, Express Train leaves Harrisburg, on arrival of Fennavivacia Express from Pittsburg, at 250 and 525 A. M., 935 P. M. passing Reading at 444 and 7.06 A. M., and 1140 r. M., arriving at New York, 1940 and 1145 A. M., and 500 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change. Mail train for New York leaves Harrisburg at 840 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon, SCHUYLKILL VALLEY RAILROAD.-Trains leave Potaville at 645, 1120 A. M., and 640 P. M., returning from Tamaque at 835 A. M., and 215 and 435 P. M.

S5 P. M. BCHUYLKILL AND SUSQUEHANNA RAIL BOAD, Trains leave Auburn at 755 A. M. for Fine-grove and Harrisburg, and at 1215 P. M. for Fine-grove and Tremont; returning from Harrisburg at 330 F. M., and from Tremant at 740 A. M., and 535 P. M. M. and Treman at at 740 A. M., and 535

TICKETS .- Through first class tickets and emi-

TICKETS.-Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Canadas. Excorsion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morting Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced vates. BONDS of both Companies, for sale or Exchange for Government Securities.

rates. Excursion Tickets to Philadeiphia, good for day only, are sold at Reading and intermediate stations by kending and Pottstown Accommodation Trains at

by Reading and Potstown Accommodation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Bradford, Tressurer, No. 237 S. Fourth street, Philadeiphia, or G. A. Nicolis, General Super-intendent, Reading. Commutation Ticket at 25 per cent discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, between all foints, at \$2750 each, for families and firms. Season Tickets for three, six nine, or twelve months, for noiders only, to all points, at reduced rates. rater.

Clergymen residing on the line of the road will be

Clergymen residing on the line of the road will be furnished with cards, enciting themselves and wives to tickets at hait faire. Excursion Tickets from Philadelphia to principal stations good for saturday, studday, and Monday, at reduced rate, to be had only at the Ticket Office, at Thirteenth and Callowhilt streets. FREIGHT.-Goods of all decriptions forwarded to all the above points from the Company's New Freight Depot, stread and Willow streets. Freight Trains leave Philadelphia daily at 435 A. M., 12'ss noon, 3 and 6 P. M., for Peading Lebanon, Harrisburg, Pottsville, Port Ciunton, and all points beyond. beyond, Mails close at the Philadelphia Post Office for al



Dealers in all Government Securities.

BILLS OF EXCHANGE

For Sale on London, Frankfort, Paris, Etc.

We issue Letters of credit on Messrs, JAMES W. TUCKER & CO., Paris,

AVAILABLE FOR TRAVELLERS USE THROUGHOUT THE WORLD.

Having now direct private communications by wire between our New York and Philadelphia Offices, we are constantly in

receipt of all quotations from New York, and are prepared to execute all orders with promptness in STOCKS, BONDS, and GOLD.

SMITH, BANDOLPH & CO.,

S. W. corner THIRD and CHESNUT Sts.,

BANKERS AND DEALERS IN GOVERN-

MENT SECURITIES.

No. 36 South THIRD Street.

PHILADELPHIA.

AGENTS FOR

The Union Pacific Railroad Co

AND

Central Pacific Railroad Co

We have on hand THE FIRST MORT

GAGE SIX PER CENT. GOLD INTEREST

Pamphlets, with Maps, Reports, and full

information furnished on application. 611

UNION PACIFIC RAILROAD

FIRST MORTGAGE BONDS

At 102.

AND ACCRUED INTEREST.

CENTRAL PACIFIC RAILROAD

FIRST MORTGAGE BONDS

11 28

Dec. 8, at 4 o'clock, ang lab. French, and German echilons, many of thom illustrated with colored pintes; periodicals, e.c., 12 2 24 PHILADELPHIA. WM. PAINTER & CO..

Bale No. 224 Ciloton street. HOUSEHOLD FURNITURE. MIRROR, BRUS-SELS CARPETS, ETO. On Friday Morning. At 10 O'clock, at No. 921 Ciloton street, by catalogue, the bounchoid furniture of a family deciming house-keeping, consisting in parts of partor, during room, chamber, and kitchen hurniture large manual mirror, china and gianaware, carpets, pictures, etc. 12 221

VALUABLE MISCELLANEOUS BOOKS. On Friday Atternoon, December 4, at 4 o clock. English and American edutions, in fine bindings.

MARTIN BROTHERS, AUCTIONEERS,_ No. (29 OHASNUT St., Jear entrance from allor,

No. 129 CHESNUT St., Jear entrance from altor. LARGE SALE OF UNULAIMED PACK AGES, By order of the Adams Express Company, B Gorman, Agent, On Saurd y Moralug. Dec. 5, at 10 o'clock, at the anction rooms, without reserve about 100 unclaimed packages. Sold topay charges of the Adams Express Company and King-ley's Express Company. 12.3.25

Public sale on the premises No. 1888 N. Thirteenth

Public sale on the premises No. 1888 N. Antroport Birvet. HANDSOME MODERN THREE STORY BRICK EXSIDENCE AND LOT OF GROUND. On Tuesday Morning December 8. at 10 o clock precisely, on the premises, No. 1888 N. Thirteenth street, above Montgomery No. 1898 N. Thirteenth street, above Montgomery No. 1998 N. -

Public sale on the premises, No. 2042 Wallace strest, HANDSOME MODERN THREESTORY BRIOK RESIDENCE AND LOT OF GROUND. On Theeday Moraing. December 5, at 11 o'clock precisely, on the premises, id that handsome modern three-story brick real-lerce, three-story double back buildings, and lot of yround, situate on the at the side of Wallace street, corner of Twenty first street. No. 2042. The house is in excellent condition, well built, and has all tho modern improvements. Terms, 5880 may remain on morigage. May be seen at any time, Keys at No. 2024 Wallace street, 12 2 56

1224 Waliace street. HANDSOME RESIDENCE AND FURNITURE. Sale on the Premises, No. 331 Wharton street. ELEGANT WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, ROSEWOOD PIANO-FORTE, PAINTINGS, BRONZES, RICH BRUESELS, AND OTHER CARPETS. On Thursday Morping.

BRUSSELS, AND OTHER CARPETS. On Thursday Morning. December 10, at 10 o'clock, at No. 31 Wharton street, by catal gue, the eatire mandsome bousehold furnitore, including soit elegant wainut and green plash, drawing-nonn furniture, four suits elegant offed wainut chamber furniture, rosewood plano-forte, ince Frenco plate maniel mirror handsome wainut waronoe, extension-nable, sideboard, soring hair matresses, totage chamber suits oil paintings and engravings, bronzes, rich English Brussels car-pet, china and glassware, cooking utensils, refrige-rator, etc. May be examined at 8 o'clock on the morning of

HANDSOME MODERN RESIDENCE.

any time,

HANDSOME MODERN RESIDENCE. Immediately previous to the sale of furniture, at in o'clock, on it e premikes, will be sold the hand-some modern three-story brick residence, with double three story back-buildings and lot of ground, situate on the north side of Wharton street east of Fourth street No.381. The house is very superior, vestibule, ranges, he water closet, heater, gas throughout, has parlor, ohning-room, and kitchen on first fror, sitting-room, bath and store-rooms, six chambers, dry cellar, etc. Gas fixtures included in the sale. May be seen at are thus

tenalis: winfew abades, etc. [12 376] May be examined at 8 o'clock on morning of sale.

THOMAS BIRCH & SON, AUCTIONEEBS AND COMMISSION MERCHANTS, No. 111 CHESNUT Street; rest entrance No. 1107 Santon 11

Sale at No, 1110 Chesnut street. NEW AND SECOND-HAND HOUSEHOLD FUR-SITURE, PIANOS, CARPETS, MIRRORS, SHOW-CASES PLATED WARE, CHINA, ETC.

SHOW-CASES PLATED WARE, CHINA, ETC. Ch. Friday Morning, At 9 o'clock, at the auccion store, No. 1110 Chesnut street, will be sold a large assoriment of superior par'or, chamber, and dining-room furniture, com-prising, viz:--Brussels, ingrain, and Venetian carpets; parlor suits of wainut turniture, covered with plumbi; clegant chamber suits of wainut, finished in oil; libery suits, covered with reps; wardrobes; exten-sion dining-table, marble top centre and bouquet tables; spring and hair mattreesses; superior feather beds; wainut library and office bookcases; wainut sideboards; silver-plated ware; china and glassware, refrigerator, etc.

refrigerator, etc. PlaNO-FORTES-Also, three rosewood planos, PARLORORGANS-One rosewood and one wal

Also counter and square showcases, wall sack.

partor organ. MIRRORS-One mirror, 55 by 60 inches; also, seve-

ral large pler mirrors BILLIARD TAB_E-CLe Phelan billiard-table,

SHOWCASES, STORE FIXTURES, DESKS, ETC.

esks counters, etc. MISCELLANEOUS BOOES-Also, a library of

FOWLING PIECE-A superior fowling piece and case, made by Constable.

C. D. MCCLEES & CO., AUCTIONEERS, No. 500 MARKET Street.

SALE OF 1600 CASES BOOTS, SHOES, BROGANS, BALMORALS, ETC. ETC. On Monday Morning, Dec. 7, commencing at 10 o'clock, we will sell, by cataligue, for cash, a large and superior assort-ment o' boots, shoes, brogans, balmorais, etc. Also, ladies', misses', and children's wear. 12335 j

CLAEK & EVANS, AUCTIONEERS, NO. 630

Will seil THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods, Cioths, Cassimeres, Hoslery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash. Goods packed free of charge 929

WILLIAM S. GRANT, COMMISSION MERCHANT, Nr. 8 B. DELAWARE Avenue, Philadelphia, AGENT FOR Dupont's Gunrowder, Bedfued Nitre, Charcoal, etc W. Baker & Co.'s Chocolste, Cocoa, and Broma, Crocker Bros. & Co.'s Yellow Metal Sheaching Boits, and Nalla.

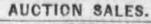
A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

ALEXANDER 8. CATTELL.

NO. 27 NORTH WATER STREET, 22 PHILADELPHIA. 22 OWN 9. CATTELL. ELIJAH CATTELL

CHESNUT Street

7



BUNTING, DUAGBOROW & CO., AUGTION -DEERS, Nos. 282 and 234 MARKET Street, corner of Bank street, Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, FLOOR OIL CLOTHS, ETC. On Friday Morning. December 4, at 11 o'dicck, on four months' credit, 200 pieces ing ain, Vene Jan, list, hemp, cottage, and rag carpetings floor oil cl'ths, etc. 11 25 5t

LARGE EALE OF FRENCH AND OTHER EURO-FEAN DRY GOODS, ETC. On Monday Morning. Dec. 7, at 10 o clock, on four month? credit, 12 156

BALE OF 2000 CASES ROOTS, SHOES, TRAVEL-LING BAGS ETC., On Thesensy Months, 112 264 December 8, at 10 o'clock, on four mouths' credit.

LIPPINCOTT, SON & CO., AUCTIONEERS, ASPHDUST BUILDING, No. 240 MARKET 84.

THIRD POSITIVE + PECIAL TRADE SALE OF FRENCH AND GER MAN FANCY GODDS AND NOTIONS FOR THE HOLIDAY SEASON, BY CATALOGUE. Dec. 4. commencing at in o'clock, comprising full lines of fine goods for holiday sales. 121 B

FANCY GOODS-ADDITIONAL. On Friday Morning. Dec. 4. at 10 o'cook, by galalogue, by order of the Receiver appointed by the "upreme Court, boing the stock of an Importing Honse, a large io. of facoy group, comprising doils in greet variesy, a very large line of chessmen, perince, satchels, inkstands, and other holiday goods. [12 2 24

M. THOMAS & SONS, NOS. 139 AND 14

RARE AND VALUABLE MEDICAL LIBRARY

-The dub the Canadian legislators M. P. P. -The last new potato is called the Grecian

Bend. -Halifax is to light its streets with oil lamps.

-The last ocean sailing vessel left Montreal on Wednesday.

-Richmond churches are raising money by tableaux virants.

-The clite of the colored population of Milwaukee are to give a grand bail.

-The new suspension bridge at Niagara will be ready by New Year's. It is 1264 feet

long. -Chatham, Ont., is such a moral place that

the police may strate has not had a case for

DHILADELPHIA, WILMINGTON, AND

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TABLE.-commencing MONDAY, November 23, 1853.-Trains will leave Depot corner Broad street and Washing-ton avenue, as follows: Way.Mail Train at \$30 A. M. (Sundays excepted), for Baltimore stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Craneid and intermediate stations.
 Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-Grace, Connects at Wil-mington with train for New Casile
 Express Train at 400 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North-East, Charles-town, Perryville Havre de Grace, Aberdeen, Perry-man's, Edgewood, Aragnolia, Chaste's, and Stemmer's Rue.
 Night Express at 11:30 P. M. (Daily) for Baltimore

Run. Night Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester. Thurlow, Lin-wood, Claymopt, Wilmington, Newark Eikton, North-Best, Perryville, and Havre de Gracs. Patesepers for Foriress Monroe and Norfolk will take the 12:00 M. train. Wilmington. TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Hnington, Leave PhFsdelphiast HCOA, M., 230, 500, and 0 P. M. The 500 P. M. Trais connects with Dela-are Rairoad for Harrington and intermediate

7:00 P. M. The 5:00 P. M. Train connects with Delaware Kahrosh 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 Crester and Ph'adeiphia. The 7:00 P. M. Train to delay the stop between Crester and Ph'adeiphia. The 7:00 P. M. Train the model of the stop between Crester and Ph'adeiphia.
From Baltimore to Philadelphia. - Leave Baltimore To A. M., Way Mall. 8:35 A. M. Express. 2:25 P. M., Express. 3:25 P. M., Express. 3:25 P. M., Express. 3:25 P. M., Stopping at Magnolia, Pertyman's, Aberdeen, Havre de Grace, Pertyville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chafter.

and Chaster. Through tickets to all points West, South, and

Through tickets to all points West, South, and could west may be procured at ticket office, No. 828 Chesnue street, under Continential Hotei, where also State Rooms and Betths in Sceeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi-cence by the Union Transfer Company. H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA

W EST CHESTER AND PHILADELPHIA RAILHOAD, - WIN YER ARRANGEME ST. - UN AND ALLHOAD, - WIN YER ARRANGEME ST. - UN AND ALLHOAD, - WIN YER ARRANGEME ST. - UN AND ALLHOAD, WIN YER ARRANGEME ST. - UN AND ALLHOAD, - WIN YER ARRANGEMENT FIRST AND CHESNUT Streets, 745 A. M., 11 A. M., 2 30 P. M. 4715 P. M., 450 P. M., 645 A. M., 11 A. M., 2 30 P. M. 4715 P. M., 450 P. M., 645 A. M., 11 A. M., 2 30 P. M. 4715 P. M., 450 P. M., 645 A. M., 11 A. M., 2 30 P. M. 4715 P. M. 450 P. M., 645 A. M., 890 A. M., 1045 A. M., 755 P. M. 450 P. M. M. and 1635 P. M. - Tratas leave West Chester at 8.00 A. M. and 1635 P. M. - Tratas leave West Chester at 8.00 A. M. and leav-ing Philadelphia at 450 P. M. will stop at B. C. Junc-tion and Media Only. Passengers to or from station between West Chester and B. O. Junction, going East, will take train leaving West Chester at 7.55 A. M., and going West will take the train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

Junction. The pept in Philadelphia is reached directly by the Chesnut and Walnut Street cars. These of the Market Street line run within one square. The cars of both lines connect with each train upon its activat arrival.

rrival. ON SUNDAYS, Leave Philadelphia at 830 A. M. and 200 P. M. Leave West Chester at 755 A. M. and 400 P. M. Trains leaving Philadelphia at 745 A. M. and 450 M., and leaving West Chester at 8 00 A. M. and 450 M., connect at E. O Junction with Trains on P. & C. R. R., for Oxford and Intermediate points. 4102 EENRY WOOD, General English HENRY WOOD, General Sup't. 4 102

WEST JERSEY RAILROADS. W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, September 16, 1863. TRAINS LEAVE AS FOLLOWS. For Cape May and stations below Milville, 3415 P.M. For Milville, Vinetand, and intermediate stations 545 A.M., 345 P.M. For Milville, Vinetand, and intermediate stations 545 A.M., 345 P.M. For Milville, Vinetand, and intermediate stations 545 A.M., 345 P.M. For Milville, Statem, and way stations 545 A.M For Woodbury at 545 A.M., 345, 350, and 600 P.M. Freight train leaven Camden daily at 12 o'clock Boon.

reight received at second covered whast below

Wainot street, dally, Freight Delivered No. 228 South Delaware avenue. Will.LAM J. SEWELL, \$15 Superintende

Maiis close at the Philadepphia Fost office for an phices on the road and its branches at 5 A. M., and for the principal Stations only at 21s P. M. BAG 'AGE.—Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth streat; or at the Depot. Thirteenth and Callowhill streets.

Thirteenth and Callowhill Streets.
PHILADELPHIA, GEKMANTOWN, AND NORRISTOWN RAILROAD -TIME TABLE, FOR GERMANTOWN, AND NORRISTOWN RAILROAD -TIME TABLE, I.eave Philadelphia 6, 7, 8, 906, 10, 11, 13 A. M., 1, 2, 35, 35, 4, 5, 55, 610, 7, 8 9, 10, 11, 12 P. 24. Leave Germantown 6, 7, 75, 6 820, 9, 10, 11, 12 A. M., 1, 2, 3, 43, 5, 65, 7, 8, 9, 10, 11 P. M. The 321 Lown Train, and 33 and 52 Up Trains will not stop on the Germantown Branch. ON SUNDAYS.
Leave Philadelphia 95, A. M. 2, 7, 10% P. M. CHESTNUT HILL BAILROAD.
Leave Chestnut Hill 710, 8, 940, and 110 A. M., 140 340, 540, 840 and 1040 P. M.
Stay, 640, 840 and 1040 P. M.
Leave Chestnut Hill 710, 8, 940, and 110 A. M., 140 340, 540, 840 and 1040 P. M.
Leave Philadelphia 95, A. M. 2, 1290, 540 and 925 P. M.
Leave Chestnut Hill 750 A. M. 1290, 540 and 925 P. M.

Leave Chestaut Hill 750 A. M. 12'40, 5 40 and 925
P. M. CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11'65 A. M. 1%, 8, 4%, 5%, 6%, 806 and 11% F. M. Leave Norristown 5'40, 7, 7'50, 9, and 11 A. M., 1%, 8, 16%, 6%, and 8% F. M. Non SUNDAYS.
Leave Norristown 5'40, 7, 7'50, 9, and 11 A. M., 1%, 8, 16%, 6%, and 8% F. M. Non SUNDAYS.
Leave Norristown 7 A. M., 5'30 and 9 P. M. Leave Norristown 7 A. M., 5'30 and 9 P. M. Leave Norristown 7 A. M., 5'30 and 9 P. M. Leave Norristown 7 A. M., 5'30 and 9 P. M. Leave Norristown 7 A. M., 5'30 and 9 P. M. Leave Manayonk 6'10, 7%, 8'20, 9%, and 11% A. M., 2,3%, 6, 6%, and 9 F. M. Leave Manayonk 6'10, 7%, 8'20, 9%, and 11% A. M., 2,3%, 6, 6%, and 9 F. M. Leave Manayonk 7% A. M., 6 and 9% F. M. Leave Manayonk 7% A. M., 6 and 9% F. M. Leave Manayonk 7% A. M., 6 and 9% F. M. Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.
Leave Manayonk 7% A. M., 6 and 9% F. M.

DHILADELPHIA AND ERIE RAILROAD.-

WINTER TIME TABLE-THROUGH AND DIRECT BOUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PEANSYL-VANIA. VANIA. Elegant Sleeping Cars on all Night Trains, On and after MONDAY. November 23, 1895, the trains on the Philadelphia and Erie Rairoad will run as follows:-

NORTH PENNSYLVANIA RAILR9AD.

N ORTH FEANSILVANIA KAILK9AD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EANTON, WILLIAMSPORT, WILKES. BARKE, MAHANOY UITY, MOUNT CARWEL, PITISTON, TUNKHANNOUK, AND SURANTON. WINTER ARRANGEMENTS. Pass enger Trains is even the Depot, corner of BERKS and AMARICAN Streets, daily (Sundays excepted), as follows:-

as follows:--At 7 45 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazielon, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkbannock. 9 45 A. M. (Express) for Bethlehem, Easton, Allen-town, Mauch Chunk, Wilkesbarre, Pitiston, and Soranton, Pitiston, and

Scrabios.
 At 145 P. M. (Express) for Bethlehem, March Chunk, Wilkesbarre, Hasieton, Mahanoy City, Mount Carmel, Pittston, and Scranton.
 At 600 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.
 For Doylestown at 845 A. M., 245 and 415 P. M.
 For Fort Washington at 1045 A. M. and 11 50 P. M.
 For Fort Washington at 1045 A. M. and 11 50 P. M.
 For Fort Washington at 1045 A. M. and 11 50 P. M.
 Fort Lansdale at 621 P. M.
 Fifth and Sixth streets, Second and Third streets, and Union City Passenger Raliways run to the new Depot.

Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9 10 A. M., 210, 572, and P. M. Deplestown at 825 A. M. 455 and 7 P. M.

From Bethlehem at 940 A. M., 256, 529, and 859 P. M. From Doylestown at 855 A. M., 455 and 7 P. M. From Lanedale at 750 A M. From Fort Washington at 1045 A. M. and 310 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 950 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Fhiladelphia at 7 A. M. Bethlehem for Fhiladelphia at 7 A. M. Bethlehem for Fhiladelphia at 7 A. M. Tickets sold and Baggage checked through at Mau 5's North Phoneylvahia Baggage Express Office, No. 105 S. FIFTH street. ELLIS CLARK, 7Agant.

At 103. AND ACCRUED INTEREST.



No. 40 SOUTH THIRD STREET. PHILADELPHIA. 6 25

STERLING & WILDMAN,

BANKERS AND BROKERS,

No. 110 South THIRD Street. AGENTS FOR SALE OF

First Mortgage Bonds of Rockford, Roc Island, and St. Louis Railroad,

Interest SEVEN PER CENT., clear of all taxe payable in GOLD August and February, for sale 97% and accrued interest in currency. Also

First Mortgage Bonds of the Danville

Hazleton, and Wilkesbarre Railroad.

Interest SEVEN PER CENT., CLEAR OF ALL TAXES, payable April and October, for sale at 80 and accrued interest.

Pamphlets with maps, reports, and fall information of these roads always on hand for distribution. DEALERS in Government Bunds, cold, Silver

cupons, elc. STOCKS of all kinds bought and sold on commis

sion in New York and Philadelphis. 11 5 toths GLENDINNING, DAVIS & CO.

No. 48 South THIRD Street,

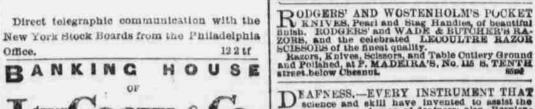
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,

No. 2 NASSAU St., New York,

BANKERS AND BROKERS.

Direct telegraphic communication with the New York Block Boards from the Philadelphia Office.





Nos. 112 and 114 South THIRD Street, PRILADELPHIA.

Dealers in all Government Securities. Old 5-20s Wanted in Exchange for New-

Interest Allowed on Beposits. COLLECTIONS MADE. STOCKS bought and sold

Special business accommodations reserved for ladies. We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full Information gives at our oflice.

A Liberal Difference allowed.

Compound Interest Notes Wanted.