AFRICA.

Recent Discoveries in the Interior. Mr. John Hogg writes as follows to the Lonon Athenoum: -

I have had the opportunity of seeing some maps relating to the discoveries by MM. Poncet, as well as those by Signori Antinori and Piaggia, from which I understand that the former travellers proceeded from the west side of the Bahr el Abiad, or White river, from near Mean, in about 8 deg. N. lat., in westerly and southwesterly directions, crossing several rivers and the tracks of Italian travellers to near the small town or village called Merindo. situate in about 1 deg. 30 min. N. lat. The latter explorers departed from near Lake No, or Bahr el Gazal, in a S.S.W route, in which they passed near and crossed over the rivers Giau, Tangi, Dio, and other smaller streams, in the territories of the several tribes called Gianghe, Giur, and Dor. These rivers run northwards, and apparently flow into the Bahr el Gazal, and so ultimately contribute their waters to the White Nile. It is, however, difficult to make out the exact routes of these active travellers in those hitherto unknown regions without having the

detai's furnished in English. Also, it appears that the Italian explorers did not themselves reach the new lake on the equator, in the Niam Niam or Niam Aniam territory, and they were not much nearer to it than Merindo. Piaggia states in his map that he had notice o it (a Chifa e a Perchie) from, I conclude, two natives or traders. The extent of the lake is not known; but its position as given in that map is in 25 deg. E. long., and is cut by the equatorial line. The distance from the western supposed termination of the Lake Albert Nyanza is about two and a half degrees, instead of, as I before erroneously said, "half a degree." This lake, then, it seems, is only placed from reports. I may, however, add that it is likely

to be the lake which is laid down in Pigafetta's map, engraved at Rome in 1591, Natoli Bonifacie; and although placed in 49 deg. longitude east of the Azores, and extending three degrees of longitude, and in about 2 deg. N. latitude, he calls that lake "Lago Negro," the "Black Lake," and makes a river issue from its northwest end, and which he appears to consider as one of the upper tributaries of the Camaroon river-Dos Camarones," as he writes it. He may be right; but I think it not improbable that that river, if identical with Pigafetta's Beri or Buri, may prove to be an upper branch of the river Zatre, or Congo, although Pigafetta has laid down the "Rio Congo" as emerging from Baker's Lake at its southwestern extremity. I must also observe that the appellation "Lago Negro' does not signify the Niger Lake: this and the branches of the river Niger, "Rio Niger," are given on that Roman map in about 12 deg. N. latitude. Another lake, without a name, is placed, out of which to the northwest flows another branch of the great "Rio Niger."

All these lakes and rivers-though laid down roughly, and with no cartographical exactness-are still to be regarded with much consideration, particularly when we remember that more than 277 years have passed since the Portuguese traveller, Ed. Lopez, visited the kingdom of Congo and other parts of Africa, and from whose notes Pigafetta drew up the map. Portions of this map were very likely given from travellers whom Lopez had met; it is, nevertheless, very valuable for its geographical details at that early date, and it is a matter of surprise that it should have been so long consigned to oblivion, when we find that Pigafetta's work had been published in Latin, English, German, French, and, I believe, also in Portuguese.

Dr. Livingstone has (it is said) discovered small lakes in the Casembe country near Lucerda, and one or more rivers which, like the Marungu, run northwards.

I will only observe that the discoveries of Messrs. Poncet and Antinori and Piaggia are detailed in papers, with two maps, just pub-Hehed in Italian in Florence, in the "Bolletino" of the New Geographical Society of Italy; and Dr. Petermann has engraved a map, In which are laid down the routes of these French and Italian explorers.

## FOREIGN ITEMS.

-Sir Henry Lytton Bulwer has undertaken the "Lie and Correspondence of Lord Palmer-ston," which will be published by Mr. Bentley.

—It is worth record that the Lifeboat Insti-tution has 189 lifeboat stations round the coasts of the United Kingdom; that in eleven months of the present year 697 lives have been saved by their means, raising the grand total to 17,684; and that the Turkish Government have ordered four lifeboats from a builder at Limehouse. -It is announced that the library of the late

Archduke Maximilian will shortly be sold by auction at Leipsic. It is stated to be rich in curious and rare MSS., and to contain a great number of valuable scientific works, a unique collection of books illustrating the history of Mexico, and the first six books printed in America.

-The researches made at the Emporium Romanum, on the banks of the Tiber, at Rome, under the direction of Baron Visconti, have prought to light an extraordinary number of locks of rare marbles, sufficient, it is stated, construct the façades of hundreds of palaces. These discoveries may be cited as another proof of the hidden wealth of the Tiber. -It is painful to see men of sense getting

themselves into trouble by setting their faces against the onward progress of the world. Professor Ewald, the oriental scholar and biblical critic, who lost his chair in the University of Göttingen because he declined to take the oath of allegiance to the King of Prussia, has published a silly pamphlet, entitled "Lob des Königs und des Volkes," for which he is likely to be prosecuted. Prussia is, however, strong enough to let the thing pass; and we hope she will do so.

-According to a recently published Parliamentary paper, there are in England and Wales 904 telegraph stations used by railways and the public, and 717 stations used only the railways; the total length of wire under their control being 11,635 miles, In Scotland there are 270 telegraph stations, with 2896 miles of wire open to the public and the rail-ways; and Ireland has 63 stations, of which 21 are for the railways exclusively. Besides these there are 2155 stations belonging to the several telegraph companies, with nearly 80,000 miles of wire and 4688 of under-sea telegraph cable.

-The expedition which we mentioned some months since as having set out from Manda-lay in January last to rediscover, or explore he ancient trading route which once conected Burmah with Southwestern China, has sturned to Mandalay with the satisfaction of aving accomplished their object. From bame, on the Irawadi, the party travelled arough the passes of the Khakyen hills to e Shan States beyond, where a friendly reption was accorded them by the Momeim, and they were entertained the cost of the Panthay overnment, which exercised reign authority in those parts. Captain Sladen, leader of the expedition, was assured that the king de ired commercial intercourse with the English, and that the Shan States, if required,

could furnish a hundred thousand mules for transport. The return journey, after such a reception, was a triumph, and people who had looked shy on the explorers in their outward march were officiously friendly as they came back. The population of the countries visited is so numerous that the trade, when once opened, will probably become of great importance, with Rangoon as port of entry. And in addition to trade, there are interesting discoveries to be made in the botany and zoology of those little-known regions.

-In confirmation of the view taken by certain modern writers and speakers—a view unquestionably true historically-that members of Parliament were looked on as the paid servants of the electors, bound to represent their opinions, we quote from the alliterative poem on the Deposition of Richard the Second, written A. D. 1399, the argument of some of the Knights of the Shire, or members of Par-liament, why they should not vote the large taxes the King asked for: -

We beth servauntls. and saliere flongen, and ysente fire the shiris to shewe what hem greveth, and to parle flor her producte (profit), and passe no fferthere. and to graunte of her gold to the grett wattls (wight, folk) by no manere wrong way, but if werre were and if we ben ffals, to thous here ffyndyth, evylle be we worthy

to welden oure hire. Nothing can be clearer than this declaration. The members are servants, and take their salary; their business is to represent the elecgrievances, talk only for the electors' tors' profit, and grant extra taxes only in case of war. If they are false to those who sent them to Parliament, ill worthy are they to receive their hire.

-It is proposed, among the schemes for improving London traffic, to make an open railway, with a three-feet gauge, from Islington to the Moorgate street station of the Underground Railway. This notion of using a narrower gauge than the common is a good one, and deserves favor. The Festinieg Railway, of which the gauge is only two feet, has carried, as of course it might, and a hundred times the numbers, 120,000 passengers and 125,000 tons of goods in a year. This plan, if adopted, will be reversing Brunel's system with a vengeance. That engineer's broad gauge, after causing the waste of millions, is to be disused even on the Great Western itself, and the common narrow gauge substituted. This is not perhaps the best on its own merits, but the best because it is in common use-an argument which might, by the way, be used with effect against the threefeet gauge. As the third rail on the Underground line which accommodates the broad-guage engines of the Great Western Company will soon be disused, why should not the space then left vacant between the present ordinary guage lines be made to serve for trains with a narrow, say three-feet, guage, which might go at express speed, and with very few stoppages, from one end of the line to the other? The longest journey might thus be accomplished on this line in one-third the present time. No London railway scheme is so certain to be carried out as that which is revived for a line from the City to the Marble Arch, parallel to Holborn and Oxford street.

INSURANCE COMPANIES.

## UNITED SECURITY

LIFE INSURANCE AND TRUST

> COMPANY. OF

PENNSYLVANIA. OFFICE:

S. E. Corner FIFTH and CHESNUT Sts., PHILADELPHIA.

CAPITAL, - - \$1,000,000

DIRECTORS.

PHILADELPHIA. GEORGE H. STUART.
GEORGE W. CHILDS,
WM. A. PORTER,
F. A. DREXEL.
WM. V. MCKEAN,
THOMAS W. EVANS,
HENRY E. ROOD. NEW YORK.

JAMES M. MORRI-ON, President Manhattan Bank JOSEPH STUART, of J. J. Stuart & Co., Bankers. BOSTON.

HON. E. S. TOBEY, late President Board of Trade. CINCINNATI. A. E. CHAMBERLAIN, of Chamberlain & Co. L. Z. LEITER, of Fleid. Leiter & Co. C. M.,SMITH, of Geo. C. Smith & Brothers, Bankers

LOUISVILLE, KY. WILLIAM GARVIN, of Garvin, Bell & Co.

JAMESE. YEATMAN, Cashier Merchants' National Bank.

HON. J. W PATTERSON, U. S. Senator. BALTIMOBE.

BALTIMOBE.

WILLIAM PRESCOTT SMITH, Superintendent Consolidated Railway Line, New York to Washington.

S. M. SHUEMAKER, of Adams & Co.'s Express. CHRISTIAN AX, of G. W. Gail & Ax. FRANCIS T. KING, President Central Savings Bank. GEORGE H. STRART, Beauties. GEORGE H. STUART, President.

C F. BETTS Secretary. J. L. LUDLOW, Consulting Physician. R. M. GIRVIN, M. D., JOS F KOERPER, M. B., Medical Examiners C. STUART PATTERSON, Counsel.
RICHARD LUDLOW,
This Company issues Policies of Life Insurance

upon all the various plans that have been proved by the experience of European and American Companies to be safe, sound, and reliable, at rates as LOW AND UPON TERMS AS FAVORABLE AS THOSE OF ANY COMPANY OF EQUAL STA-All policies are non-forfel ble after the payment

f two or more annual premiums. 11 13 fmw3mrp INSURANCE COMPANY NORTH AMERICA,

No. 232 WALNUT STREET, PHILADA. INCORPORATED 1794. CHARTER PERPETUAL Marine, Inland, and Fire Insurance. ASSETS JANUARY 1, 1868, - \$2,001,266.72. \$20,000,000 Losses Paid in Cash Since its Organization.

Arthur G. Goffin, Georg Samuel W. Jones, Frant John A. Brown, Edwa Charles Taylor, Edwa Ambrose White, T. Ch William Welsh, Alfre Bichard D. Wood, John George L. Harrison, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Charlton Henry, Aifred D. Jessup, John P. White, Louis C. Madeirs, Morris Waln, John Mason, ARTHUR G. COFFIN, President, CHARLES PLATT. Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Centra
Agent for the State of Pennsylvania.

IMPERIAL FIRE INSURANCE COMPANY LONDON. ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds, \$8,000,000 IN COLD.

PREVOST & HERRING Agents, 114 3m. No. 107 South TRIED Street, Phila. INSURANCE COMPANIES.

1829-CHARTER PERPETUAL. Franklin Fire Insurance Co.

OF PHILADBLEHIA OFFICE: Nos. 435 and 437 CHESNUT STREET.

ASSETS ON JANUARY 1, 1868, #2,603,740.09. CAPITAL 0400,000 00 AUGUST STREET STR UNSETTLED CLAIMS.

\$33,693-28 \$350,000-00, LONGEN PAID SINCE 1889 OVER \$5 500,000. Perpetual and Temporary Policies on Liberal Torms

DIRECTORS. George Fales,
Alfred Filler,
Francis W. Lewis, M. D.
Thomas Sparks,
William S. Graut, Charles N. Bancker, Tobias Wagner, Samuel Grant, George W. Blobards, Isaac Lea, CHARLES N. BANCKER, President.
GEORGE FALLES, Vice-President.
JAS. W. McALLISTER, Secretary protein,
Except at Lexington, Kentucky, this Company has
no Agencies West of Pittsburg.

INSURE AT HOME IN THE

Penn Mutual Life Insurance Co. No. 921 CHESNUT St., Philadelphia.

ASSETS, \$2,000,00. CHARTERED BY OUR OWN STATE, MANAGED BY OUR OWN CITIZENS, LOESES PROMPTLY PAID.

POLICIES ISSUED ON VARIOUS PLANS. Applications may be made at the Home Office, and the Agencies throughout the State. [2 is] JAMES TRAQUATE PRESIDENT SAMUEL E. STORES VICE-PRESIDENT

JNO. W. HORNER ....... V. P. and ACTUARY HORATIO S. STEPHENS .....SECRETARY DHEINIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.

No. 224 WALN'ST Street, Opposite the Exchange.

This Company insures from loss or damage by

FIRE.

This Company insures from loss or damage by FIREs, on liberal terms, on buildings, merchandise, furniture etc., for limited periods, and permanently on buildings by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and pall,

DIRECTORS.

John L. Hodge,
M. B. Maheny,
John T. Lewis,
William S. Graut,
Robert W. Leaming,
D. Clark Wharton,
Lawrence Lewis, Jr.,
Lawrence Lewis, Jr.,
JOHN R. WUCHERER, President,
Samuel Wilcox, 8-252

SAMUEL WILCOX, Secretary. FIRE INSURANCE EXCLUSIVELY—THE

PIRE INSURANCE EXCLUSIVELY—THE FENNSYLVANIA FIRE INSURANCE COM PANY—Incorporated 1825—Charter Perpetual—No 510 WALE UT Street, opposite Independence Square This Company, favorably known to the community for over forty years, continues to insure against lost or damage by fire on Public of Private Buildings either permanently or for a limited time. Also on Furniture Stocks of Goods, and Merchandise generally, on liberal terms. rally, on liberal terms, The Capital, together with a large Surplus Fund The Capital, together with a large Surplus Fund in wested in the most careful manuer, which enables them to offer to the insured an undoubted security in the case of loss.

Daniel Smith, Jr.,
Alexander Beason,
Isaac Hazlehurst,
Thomas Robins,
Daniel Haddock, Jr.,
DANIEL SMITH, Jr., President,
WM. G. CROWELL, Secretary.

STRICTLY MUTUAL.

PROVIDENT LIFE AND TRUST CO. OF PHILADELPHIA. OFFICE, No. 111 S. FOURTH STREET.

Organized to promote Life insurance among members of the SOCIETY OF FRIENDS,
Good risks of any class accepted,
Policies issued upon approved plans, at the lowest

Policies incured appearance.

President,

SAMUEL R. SHIPLEY.

Vice-President, WILLIAM C. LONGSTRETH.

Actuary, ROWLAND PARRY.

The advantages offered by this Company are

1272

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PLACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, ECILER-MAKERS, BLACE, SMITHS, and FOUNDERS, having for many cambeen in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Bollers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having seus of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Bollers, of the best Pennsylvania charcoal from Forgings of all sizes and kinds, iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all ether work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. etc for raising heavy or light weights.

JACOB C. NEAFIR, JOHN F. COUNTY S. LEVY.

SII BEACH and PALMER Streets, I. VAUGHN MEERICE.

BEACH and PALMER Streets,

J. VAUGHN MEERICK, WILLIAM H. MERRICE

GOUTHWARK FOUNDRY, FIFTH ANI

SUBSHINGTON Streets,

PHILADELPHIA,

MERGINEERS AND MACHINISTS,

MENGINEERS AND MACHINISTS,

BOILES, GROMETERS, TANKE, Iron Foots, etc.

Castings of all kinds, either iron of brass.

Iron Frame Roofs for Gra Work, Workshops, ans

Railroad Stations, etc.

Retorts and Gra Machinery, of the latest and most
impreved construction.

Every description of Plantation Machinery, also
sugar, Saw, and Grist Mills, Vacuum Fans, Oil
Steam Trains, Defecators, Filters, Pumping, En
gines, etc.

Role Agents for N. Rilleny's Patent Sugar Boiling

gines, etc.
Sole Agents for N. Billenx's Patent Sugar Boiling
Apparatus, Neemyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machines. 5202 FIRE-PROOF SAFES.

FROM THE CREAT FIRE IN MARKET STREET.

HERRING'S PATENT SAFES

Again the Champion! THE ONLY SAFE THAT PRESERVES ITS CON-TENTS UNCHARRED.

LETTER FROM T MORRIS PEROT & CO.

PHILADELPHIA, TWelfth Month Sth. 1868.

Messra, Farrel. Herring & Co., No. 629 Chesnut Street—Gents—it is with great pleasure that we add our testimony to the value of your Patent Champion Sate. At the destructive fire on Marketsirest, on the evering of the 3d inst. 3our store was the centre of the confingration, and, being fited with a large stock of drogs, oils, turpentine, paints, varnish, second, etc., made a severe and trying test. Your Sate stood in an exposed simulon, and fell with the burning floors into the cellar among a quantity of combustible materials. We opened it next day and found our books, papers, bank notes bills receivable, and entire coatenis at sate. It is especially gratifying to us that your Sate came out all right as we had entrusted our must valuable books to it. We shall want another of your Sates in a lew days, as they have our entire confidence.

Yours, respectfully.

T. MORRIS PEROT & CO. LETTER FROM T MORRIS PEROT & CO.

HERRING'S FATENT CHAMPION SAFES, the victors in more than 500 accidental fires. Awarded the Prize McGais at the World's Fair, London: World's Fair, New York; and Exposition Universely, Paris In anufactured and for sale by

FARREL, HERRING & CO.,

No. 629 CHESNUT STREET, 12.5 w/m/mrp C. L. MAISER, FIRE AND BURGLAR-PROOF SAFES, LOCK-MITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 481 RACE Street RAILROAD LINES.

M. for Fiorence, Edgewater, Riversice, Riversice, Psimyra, and Fish House, and 2 P. for Fiorence and Riverton.

The 1 and 11-30 P. M. Lines leave from Market Street Ferry (upper side.)

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$1,

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 Bristol.

At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morriaville and Tuilytown.

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. and 2:30, and 5 P. M. for Cornwell's, Torrescale, Holmesburg, Tacony, Wissino-ming, Bridesburg, and Fracktord, and at 8 P. M. for Holmesburg and intermediate Stations.

FEOM WEST FHILADELPHIA DEFOT, 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, \$3:53.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

At 9:45 A. M., 8, 6:30 and 12 P. M., for Br.stol.

At 12 P. M. (Night), for Morriaville, Tuilytown, Schenck's, Eddirgton, Cornweil's, Torresdale, Hotmesburg, Tacooy, Wissinoming, Bridesburg, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M. Lines will run daily, All others, Sundays ex-epicel.

For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street kallway run direct to West Philadelphia Depot. Obesnut 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.

Bell VIDERE De Lawake Rallroad Lines.

Bell VIDERE De Lawake Rallroad Dinkirk, Emilia, Ithaca, Direct Company of the Market Emilia Ithaca, Direct Company of the Market Emilia Ithaca, Direct Compan

At 7:20 A. M. for Niegara Fails, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, syracuse, Great Rend, Montrose, Wilkesbarre, Screation, Strondaburg, Water Gap, Schooley's Moun-tain, etc. screation, Strondsburg, 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.

tions,
CAMDEN AND BURLINGTON COUNTY IAND
PEMBERTON AND HIGHTSTOWN RAIL1 OADS,
FROM MARKET STREET FERRY, (Upper Side.)
A: 7 and 10 a. A., 1.730, 3.30, and 5.30 P. M., for Merchantsville, Moorestown, Hartford, Masonville,
is ainsport, Houst Holly, smithville, Ewansville,
Vincentows, Birmingham, and Pemberton.
A: 7 a. M., 1.30 and 3.30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown,
Cresm Ridge, Imiay stown, Sharon, and Hightstown.

PENNSYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFECT NOV. 21 1888.
The trains of the Penneyivanta Central Rational leave the Depot, at THIRTY-FIEST and MARKET Streets, which is reached directly by the Marget Streets cars the last car connecting with each train leaving From and harket streets thirty minutes before its departure. The Chesonit and Wainut streets cars run within one square of the Depot.

Sleeping Car Tickets can be not on application at the Ticket office N. W. corner Nimh and Chesonit streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Others left at No. 901 Chesonit street, or No. 118 Market street, will receive attention.

receive attention.
TRAINS LEAVE DEPUT, VIZ:

Mail Train.
Paol Accommodation, 10 30 A. M., 1 10, and 9 40 P. M.
Fast Line.
11 50 A. M.
11 50 A. M.
11 50 A. M. 

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinsal Express. 519 A. M. Philadelphis Express. 530 A. M. 540 and 740 P. M.

HILADELPHIA, WILMINGTON, AND BELLEHMORE RAILROAD.—TIME TABLE.—
COD DISCRIMENT MONDAY, NOVEMBER 28, 1868.—Trains will leave Depot corner Broad street and Washingwill leave Depot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted), for Baltimore stopping at all regular stations. Connecting with Delawars Railroad at Wilmington for Crisited and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-e-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, Fe ry ville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Run.

Sight Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester. Thurlow. Linwood. Claymopt. Wilmington, Newark Eikton, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

Stopping at all Stations between Philadelphia and Wilmington.

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 Dela-ware Ratiroad for Harrington and intermediate Leave Wilmington 7 00 and 8 10 A. M., 1'30, 4'15 and
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
the ter and Phitadelphia. The 7'00 P. of. Train from
Wilmington runs daily; gil other Accommodation

Wilmington runs only; all other Accountedation Trains sundays excepted.

From Baitimore to Philadelphia.—Leave Baitimore 7-25 A. M., Way Mail. 935 A. M., Express. 2-25 P. M., Express. 7-25 P. M., Express. 5UNDAY TRAIN FROM BALTIMORE. Leaves Baitimore 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. stanton, Newport, withing the state of the s

PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE-THROUGH AND DIRECT ROUTE BETWEEN PHILADEL: HIA. BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL-VANIA.
Liegant Sleeping Cars on all Night Trains.
On and after MONDAY. November 23, 1888, the
trains on the Philadelphia and Eric Railroad will
run as follows:— WESTWARD.

W EST 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 Miliville, 3'15
P. M.
For Miliville, Vineland, and intermediate stations
8'15 A. M., 3'15 P. M.
For Bridgeton, Salem, and way stations 8'15 A. M
and 3'50 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 whasf below Walnut street, daily, Freight Delivered No. 228 South Delaware avenus, WILLIAM J. SEWELL. Superintendent

RAILROAD LINES.

READING RAILBOAD. - GREAT TRUNK Peablic Railisoad. — Oreat Education of Pennsylvania, the Schuylkid, Susquehanna. Cumberland and wyoming Valleys, the North, Northwest and the Canadas Winter Arrangement of Passenger Trains, December 14, 1835, leaving the Company's Depot, Thirteenth and Callowhin streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.—At 730 A. M.
for heading and all intermediate stations, and Alien-

for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:25 P. M., arriving in Philadelphia at 9:25 P. M.,

MORNING EXPRESS—At \$15 A. M., for Reading, Lebanon, Harri-burg, Pottaville, Pine Grovs, Tamagus, Sunbury, Wildiamaport, Emura Rochester, Niagara Fails, Buffalo, Wilkesbarro, Pittaton, York, Carlinie, Chambersburg, Hagerstown, etc.

The 7:30 train councets at Reading with the East Pennsylvania Railroad trains for Alientown etc. and the 8 is A. M., connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawassa Railroad trains for Williamaport, Lock Haves, Elmira, etc.; at Harrisburg with Northern Central, Cumberisand Valley, and Schuylk'il and Sosquehama trains for Northumberland, Williamaport, York, Chambersburg, Pinegrove, etc. for Northumberland, Williamsport, York, Chambers-burg, Pinegrova, etc.

AFTERNOON EXPRESS,—Leaves Philadelphia at 1330 F. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

FOFTSTOWN ACCOMMODATION.—Leaves Potts-town at 6 45 A. M., stopping at intermediate stations; arrives in Philadelphia at 100 P. M.; arrives in Pottstown at 6'15 P. M.; READING ACCOMMODATION -Leaves Reading READING ACCOMMODATION—Leaves Reading at 7:30 A. M., atopping at all way stations; arrives in Fhiladelphia at 10:20 A. M. Returning, leaves Fhiladelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 5:10 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 F. M.

2.05 P. M., and Pottaville at 2.45 P. M.; arriving at Philadelphia at 6.45 F. M.

Harrisburg accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.16 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12.20 moon for Pottaville and all Way Stations; leaves Pottaville at 7.20 A. M., for Philadelphia at and all other Way Stations, all the above trains rue daily, Sundays excepted. Sunday trains leave Pottavile at 8.00 A. M., and Philadelphia at 8.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.52 P. M.

CHESTER VALLEY RAILROAD,-Passengers for Downingtown and intermediate polota take the 7-30 A. M., 12-30 and 4-50 P. a., trains from Philadel-phia; returning from Downingtown at 6-30 A. M., 12-45 PERKIOMEN RAILROAD.—Passengers for Skip-pack take 7 20 A. M. and 4 700 P. M. trains from Phila-delphia, returning from Skippack at 5 10 A. M. and 12 45 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skip-

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 105 A. M., 1-50, and 10-19 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Relirona Express Trains for Pittsburg, Chicago, Williamsport, Emira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, on arrival of Pennsylvania Express from Pittsburg, at 3-50 and 5-50 A. M., 10-50 P. M., passing Reading at 5-44 and 7-31 A. M., and 12-50 P. M., arriving at New York, 11-00 A. M., and 12-50 P. M., arriving at New York, 11-00 A. M., and 12-20 and 9-00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Main 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 BAILROAD.—Trains leave Fottaville at 6-48, 11-30 A. M., and 6-40 P. M., returning from Tamaqua at 8-35 A. M., and 2-16 and 4-35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL. BOHDYLKILL AND SUSQUEHANNA RAIL ROAD.—Trains leave Auburn at 755 A. M. for Pine-grove and Harrisburg, and at 1215 P. m. for Pine-grove and Tremont; teturning from Harrisburg at \$350 P. M., and from Tremsne at 740 A. M., and 535 TICKETS.—Through first class tickets and emi-

Ticklets, 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 Pottatown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day excursion Tickets to Philadelphia, good for day only, are sold at Reasing and intermediate statious by Reading and Pottstown Accommodation Trains at reduced rates.

The tollowing tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superlitendent, Reading.

Commutation Ticket at 25 per cent discount, between any points desired, for families and firms. tween 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 Clergymen residing on the line of the road will be

furnished with cards, ensitting themselves and wives to tickets at hair fare. Excursion Tickets from Philadelphia to principal Excursion Tickets from Philadelphia to principal stations good for Saturday, sunday, and Monday, at reduced hare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all de-criptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 435 A. M., 12'80 noon, 3 and 5 P. M., for Reading, Leoanon, Harrisburg, Pottsville, Port Citnton, and all points beyond.

Marisburg, Pottsylle, Port Citaton, and all points beyond.

Malls 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 215 P. M.

BAG :AGE.—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. WEST CHESTER AND PHILADELPHIA VV RAILROAD.—WINTER ARRANGEMENT. on and alter MONDAY, October 5, 1868, Trains will

on and atter MONDAY, October 5, 1865, Trains will leave as follows:—
Leave Pailacelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11 A. M., 2 50 P. M., 4\*15 P. M., 4 50 P. M., 5:15 and 11 50 P. M.
Leave West Chester for Pailadelphia, from Deport on East Market street at 5 25 A. M., 7 45 A. M., 8:00 A.
M., 10\*45 A. M., 155 P. M., 4\*30 P. M., and 1655 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 station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:5 A. M., and going West will take the train leaving Philadelphia at 4 50 P. M., and transfer at B. C. Junction. Junction.

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

ON SUNDAYS.

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 %0 P. M., and exolog West Chester at 8 00 A. M. and 4 50 P. M., connect at B. C. Janction with Trains on P. & H. C. R. R., for Oxford and intermediate points.

H. C. R. R., for Oxford and intermediate points. HENRY WOOD, General Sup's.

HILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILEROAD—TIME TABLE, EGR GERMANTOWN, AND NORRISTOWN BAILEROAD—TIME TABLE, EGR GERMANTOWN,

Leave Philadelphia 6, 7, 8, 9 '105, 10, 11, 12 A, M., 1, 2, 334, 335, 4, 5, 524, 6 '10, 7, 8 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 6, 5 20, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 43, 5, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Train, and 335 and 53, Up Trains will not atop on the Germantown Branch,

Leave Philadelphia 95, A, M. 2, 7, 1034 P, M.

Leave Germantown 854 A, M. 1, 6, 934 P, M.

CHESTNUT HILL SAILEROAD.

Leave Philadelphia 3, 8, 10, 12, A, M., 2, 33, 53, 7, 8

and 11 P, M.

Leave Chestnut Hill 7'10, 8, 5'40, and il'10 A, M., 1'40

3'40, 5'40, 5'40, 5'40 and 10'46 P, M.

Leave Philadelphia 95, A, M. 2 and 7 P, M.

Leave Philadelphia 95, A, M. 2 and 7 P, M.

Leave Chestnut Hill 7'50 A, M. 12'40, 5'40 and 9'25 P, M.

CONSHOHOCKEN AND NORRISTOWN.

Leave Chestant Hill 7:50 A. M. 12:40, 5:40 and 9:25 P. M. CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11:05 A. M. 12:6, 8, 5%, 5%, 6%, 8:06 and 11% P. M. 1005 A. M. 12:6, 8, 5%, 6%, 8:06 and 11% P. M. 1005 A. M. 12:6, 8, 6%, and 3% P. M. 1005 A. M. 12:6, 9, and 11 A. M., 12:6, 6%, 6%, and 3% P. M. M. 2:30 and 7:15 P. M. Leave Philadelphia 9 A. M., 2:30 and 9 P. M. Leave Norristown 7 A. M., 5:30 and 9 P. M. Leave Philadelphia 6, 7%; 9, and 11:05 A. ., 12:6, 3, 6%, 8:06, and 11% P. M. Leave Manayunk 6:10, 7%; 8:20, 9%; and 11% A. M., 8, 2%; 6:5%, 6M, and 9 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 9:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave Manayunk 7:4 A. M., 6 and 8:5 P. M. Leave M. P. M. Leave M. R. W. B. WILSON, General Superintendent, Depot, NiNTH and GREEN Streets.

ORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEREM, DOYLESTOWN, MAUCH
CHONE, EA-TON, WILLIAMSPORT, WILKESBARKE, MAHANGY CITY MOUNT CARMEL,
PITTSTON, TUNKHANNOUK, AND SCRANTON.
WINTER ARRANGEMENTS.
Passenger Trains leave the Depot. corner of BERKS
and AMERICAN Streets, daily (Sundays excepted),
as follows:— At 748 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mananoy City, Pitston, and Tunkhannook.

945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 145 P. M. (Express) for Betblehem, Manch Chunk, Wilkesbarre, Pittston, and Scrauton.
At 140 P. M. for Betblehem, Easton, Allentown and Mauch Chunk.
For Doylestown at 845 A. M., 245 and 445 P. M., For Fort Washington at 1046 A. M. and 1150 P. M., For Lansdale at 621 P. M., For Lansdale at 621 P. M., Signal of the second and Third streets, and Union City Passenger Railways run to the new Depot.

and Union City Passenger Railways run to the new Depct.

TRAINS ARRIVE IN PHILADELPHIA From Bethlohem at 9 10 A. M., 2 10, 5 20, and 8 30 P. M.

Brom Doylestown at 8 35 A. M., 4 55 and 7 P. M.

From Lansdele at 7 30 A. M., 4 55 and 7 P. M.

From Fort Washington at 10 45 A. M. and 3 10 P. M.

ON SUNDAYS.

Philadelphia for Bethlohem at 9 30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 4 P. M.

Bethlehem for Philadelphia at 4 P. M.

Tickets sold and Baysage checked through at Mann's North Pennsylvania Baggage Express Office, No. 195 S. FIFTB street.

ELLIS CLARK, Agent.

Contract of the second

**AUCTION SALES** 

M. THOMAS & SONS, NOS. 139 AND 141

MISCELLANEOUS BOOKS, ILLUSTRATED
WORKS, JUVENILES, ETC.
On Tuesday Alternoon.
January 5, at 4 o'clock. Also, an invoice of stationers, portfolios, albums, suvelopes, blank books, etc., etc.

Sale No 1334 Richmond street,
NEAT BOUSEHOLD FURNITURE, FINE BRUSSELS, INGRAIN, AND OTHER CARPETS, ETC.
On Wednesday Morning.
January 6, at 10 o'clock, at No. 13 4 Richmond street,
the neat household furniture, comprising superior
wainut parlor, dining-room and chamber furniture,
fine feather beds, hair mattresses, blackets, bedding,
fine Brussels, ingrain, and other carpets, china, glassware, kit hen utensits, stoves, etc.
May be examined on the motuing of sale at 8
o'clock. Sale at the Auction Rooms, Nov. 139 and 141 S. Fourth

Fale at the Auction Rooms, Nov. 139 and 141 S. Fourth

RIPSEL.

HANDSOME FURNITURES. PIANO, MIRRORS,
HANDSOME VELVET, BRUSSELS, AND OTHER
CARPETS, ETU
On Thursday Morning,
Jan. 7. at 9 o'clock, at the auction rooms, by catalogue, a large assortment of augerior household furniture, comprising handsome wainut parlor, diningroom and ilbrary furniture; oiled wainut chamber solia: superior rosewood 7-octave plane forts, made by Chambers & Gabler; French plare mirrors, wardrobes, bookcas es, sideboards; extension, and centralation; china glass and plated ware; beds and bedding, fine hair mattresses, superior office furniture, handsome chandeliers, gas-consuming and coeking stoves, handsome veivet, Brussels, and other carpete, etc. etc.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 829 CHASNUT St., rear entrance from Minor.

Sale No. 529 Unesnut street.

HANDSOME WALNUT HOUSEHOLD FURNITURE, TWO ELEGANT PIANO-FORTES OABINET ORGANS. VERY LARGE MANTEL AND PIER MIRRORS. HANDSOME BRUSSELS CARPETS. CHANDEL ERS. HANDSOME CHINA DINNER SET, SUPERIOR FIRE PROOF SAFE, ETU, ETC.

DINNER SET, SUPERIOR FIRE PROOF SAFE, ETC, ETC.

Jan, 6 at 10 o'clock at the Auction Rooms, No. 529

Chesnut street, by catalogue, a very excellent assortment of Household Farniture, including —Handsome wainut parlor furniture; nandsome oiled wainut and cottage chamber sulis; elegant wardrobes, sideboards; extension dining tables; two elegant rosewood plano fortes, made by Chickering; handsome cabinet organ; 2 resewood u elof cons; very fine French plate mantel and pler mirrors, in oiled wainut and gilt trames; handsome china dinner service; line hair mattresses; feather beds; china and glassware; bronzs chandellers; bacdsome Brossels and other carpets; very superior fire-proof safes, by Evans & Watson and Lillis; invoice of slates; fancy mantel clocks, etc.

Also, superior Cremonia violia and visioncello.

BUNTING, DURBOROW & CO., AUCTIONS OF Bank street, Successors to John B. Myers & Co. PEREMPTORY SALE OF A FIRST-CLASS RE-TAIL STOCK OF DRY GOODS.

On Thursday Morning,

January 7, lat 10 o'clock, on 4 months' credit, by
order of assignees.

1246

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION & RICHARTS, No. 1115 OHESMUT Street; rear entrance No. 1107 Samsom 201

Sale at No. 1837 Filbert street.

HOUSEHOLD FURNITURE PIANO-FORTE, ETC.

On Wednesday Morning.

Jan. 6, at 16 o'clock, at No. 1837 Filbert street, will be sold the entire Forniture of a family removing from the city comprising rosewood piano-forte made by Loud: Brussels, ingrain, and Venetian carpets; mantel and pier glasses; hair coth parlor forniture; extension dining table; china and glassware; ward-robes, chamber fur liure; hair mattresses, etc.

Also, an a-sortment of kitchen furniture,

LUMBER.—Also, a lot of lumber.

14 2t f

LUMBER.—Also, a lot of lumber.

LARGE SALE OF LADIES' FANCY FURS, SLEIGH ROBES, ETC

OB Thursday Morning,

At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a stock of superior Fancy Furs, comprising sets of mink, sable, 3 and 4 stripe; royal ermine sets, fiberian squirrel and fiich sets, ause, mufs, capes collars, satchels, etc.

SLEIGH ROBES.—Also grey fox, wolf, rock marten raccoon, bear, and buffalo robes.

The furs can be examined on Wednesday. 152t

L IPPINCOTT, SON & CO., AUCTIONEERS,

NOTICE.

Regular Sales of Dry Goods Notions, Trimmings, etc., will be neld every WEDNE's DAY through January.
Consignments of Stock Goods, etc., solicited.
Sales cashed within five days. LARGE POSITIVE SALE OF ABOUT 800 LOTS
AMERICAN AND IMPORTED DRY GOUDS,
HOSLERY GOODS, MILLINERY GOUDS, TRIMMINGS, STOCK OF GOODS, ETC.
By Catalogue, on Four Months' Oredit,
On Wednesday Morning. [1225]
January 6, comprising a desirable assortment.

AFK & EVANS, AUCTIONEERS, NO. 620

CHESNUT Street. Will sell THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hoslery, Stationery, Table and Pocket Guilery, Notions, etc. City and country merchants will find bargains. Terms cash.

Goods packed free of charge C. D. MCCLEFS & CO., AUCTIONEERS

SALE OF BOOTS, SHORS BROGANS, BALMO-RALS. ETC.
On Thursday Morning,
Jan. 7, at 10 o'clock, we will sell, by catalogue, for cash, a large assortment of men's, boys', and youths' boots, shoes, brogans, balmorass, etc.
Also, a large line of isdies', misses', and children's

GOVERNMENT SALES.

CALE OF DAMAGED CLOTHING AND FQUIPAGE.
ASST. QUARTERMASTER-GENERAL'S OFFICE, PHILADELPHIA, Dec. 28, 1888. Will be sold at public auction, under the direction of Captain W. H. Gill, Military Storekeeper, U. S. Army, on account of the United States, at the SCHUYLKILL ARSENAL, GRAY'S FERRY ROAD, in the city of Philadelphia, Pa., on THURSDAY, the 7th of January, 1869, at 10 A. M., the following-named articles of damaged clothing and equipage, rags. cies of damaged clothing and equipage, rags,

etc. etc., viz.:— 29 Forage Caps. 23 Blankets, woollen 897 Knapsacks. strapped. 2,700 Axe Handles. s, 62 Hatchet Handles. 411 Camp Colors. 314 Uniform Coass. 65 Uniform Jackets, cavalry. 1,533 Uniform Jackets, Light Artillery. 819 Great Coats, 2 Storm Flags. 32 Canteens, com-S19 Great Coats,
Horsemen.

S0 Great Coats, Footmen.

64 pair Trousers,
Horsemen.

221 Trumpet and
Bugle Cords and
Tassels.

2,738 pounds Burlaps,
old.

Hoisemen. 202 p a i r Trousers, Footmen. 1,116 pounds Cuttings, Footmen.

157 Sack Coats, lined.

16 Sack Coats, unlined.

2,355 pounds Paper, old

1463 pounds Rags, old.

7,974 pounds S craps knit. 609 pair Drawers. Iron. 288 pounds Seraps Old Knapsacks,

20 Haversacks. 1 lot of Lumber, old; also, a quantity of Chevrous, Featners, Fifes, Scales, Drums, etc.
The sale will commence at 10 o'clock A. M. on the day above mentioned, and continue from day to day until the whole of the property advertised is sold.

164 pair Stocklogs.

vertised is sold.
Terms cash in Government funds.

All property purchased must be removed within 5 (live) days from the date of the sale.

Catalogues will be furnished on application at this office, or at that of the Military Store-keeper at the Schuylkill Arsenal.

D. H. RUCKER,

Assistant Quartermaster-General,

12 29 8t Brayet Mujor-General J. S. Army 12 29 8t Brevet Major-General U. S. Army.

B. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Unite Streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect ourse of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms, totally eradicated; mental and physical weak ness, and all nervous debilities scientifically and successfully treated, Office hours from 8 A. M. of P. M.

CEORGE PLOWMAN.

CARPENTER AND BUILDER,

REMOVED TO No. 134 DOCK Street, PHILADELPHIA.

DRIZES CASHED IN ROYAL HAVANA KENTUCKY, and MISSOURI LOTTERIES Circulars sent and information given, JOSEPH BAIES, No. 78 BROADWAY, New York. Pos Office Box 4984.