NEWSPAPERS IN THE SCHOOLS.

English View of the Proposition to Do Away with Reading Books. The London Saturday Review thus discusses proposition to substitute newspapers for ading books in our public schools:-

Travellers generally may be divided into college, fashioned after the model of the de and industrious Apprentice. The industions traveller in Europe does all the picture alleries, cathedrals, and ruins, whilst his lazy ompanion lounges through a couple of streets.

America the great object of the industrious aveller is to see, and of the idle traveller to old seeing, as many schools as possible. It the one defect in the general hospitality of mericans that they cannot realize the existace of the latter class. Few of them can beeve that a man may sincerely, and from the ottom of his heart, object to being converted r the time into a volunteer inspector. ivery one who has ever visted America has therefore been dragged through a eries of schools, has duly admired the vivality of the children, and has listened to the declamation of a certain number of poems and rations. Such persons will be gratified by earing that in the city of Philadelphia they rill not in future be annoyed by the mangling if standard literature. The poor old fragments of poets and orators will be allowed to est in prace, and infantile organs will be ractised on the viler material of the daily wapapers. The motive, however, of the nge is not any relief to travellers. The og generation will, it seems, be made ac-inted with "Congressional debates, State airs, wars and their causes, accidents, fill feed much more profitably than upon eristic of the country. American ideas n such matters cannot be cruder,

ods and fires, great public improvements, , subjects upon which the youthful mind eautiful orations or pathetic fancy writing.' numing this order to be genuine, there is a treshing narvets about it which is characin some respects are certainly more intelligent, than those of the British middle classes; but they are expressed with a beautiful simplicity, unrestrained by any fear of cynical criticism. This passage puts in the plainest form what a large class really thinks on both sides of the water. There is something, indeed, rather more amazing than usual any one who has been a student of Pailadelphia newspapers. If the infant mind is to be flavored by the food on which it is to be fed, as the canvas-back duck contracts the taste of the wild celery, the Philadelphians of the future will be a remarkable generation. A philosopher may be insulted by the pleasing nickname of a book-in-breeshes; but a newspaper in pants, to use the dialect of the country, is a far less pleasant phenomenon. American newspapers, outside of New York, nowhere rise above the level of the provincial press in Kogland, and it is terrible to think of one of the numerous legalds or Mercuries of our native and taking flesh and walking abroad among us. A youth who had learnt politics by spouting the "editorials" of a provincial newspaper, whose imagination had been enriched by its poet's corner, and whose miscellaneous information was derived from the column in which one line informs us that a melon has been raised in Pottsville, Pa., measuring two feet in circumference, and the next that seventeen murders had been committed in Texas in ten days, would have a singularly constituted mind. It is strange that any hu-

man being should propose to saturate the youthful intellect with third-rate newspapers, and to sink the fact that any greater masters of literary composition ever existed than those who provide daily intelligence for the inhabitants of Philadelphia. Most of us feel the need of some sort of intellectual umbrella to ward off the pelting showers of information which descend upon us from cultivate a profound ignorance of some of the stores of useless knowledge which are threat stores of useless knowledge which are thrust upon our notice. But here it is proposed to take the unoffending youth of a whole city, and inoculate them from their earliest years with a taste for the consumption of rubbish. We can only hope that their digestions will nltimately revolt at the insipid meal, and that Philadelphian teachers will discover the surprising fact that their newspapers are drearier than even the standard writers of the English language.

And yet we feel a certain hesitation in speaking positively of the matter. If we take the adult Englishman or American who has received an average education, we might fancy that he had been instructed pretty much on the plan described. The objection to plunging infants into premature newspaper reading would be founded not so much on the fact that it would be a bad preparation for their later studies, as that it would be only too much like them. It would be a startling sta-tistical return which should show truly the number of persons whose literary zeal ever takes them beyond the daily papers for their politics and the lighter part of magazines for their amusement. Reading, so far as the British shopkeeper is concerned, is coming to be definable as the art by which persons discover what the Telegraph or Standard thinks about the world in general; excellence of the style will soon be measured by the approach which it makes to the glowing beauties of the Telegraph's articles; and it will be one more step, and not a difficult one, to teach the infant mouth to lisp in accents derived from the same source. On grand occasions boys will declaim the last flowery leader instead of a passage from Shakespeare or Macaulay. Those or old standard anthors, who, it is true, lways received more respect than familiarity, have a harder struggle than ever to keep their heads above the rubbish heaps of worthless

literature. The tendency of which the Philadelphian shool-teachers have given a grotesque illusration may suggest a more serious reflection. It is an extreme corollary from the utilitarian theory of some of our reformers, and brings out very neatly their special weakness. There is no country where the advantage of some mental training in some loftier branches of knowledge than are attainable by means of newspapers is plainer than in America. The most characteristic fault of Young America is its undervaluing of everything that has been done beyond the Atlantic, and its prevalent impression that America should have not merely new creeds and new political systems, but a new multiplication table and new laws of nature. The sensitiveness upon which we sometimes rally our consins is comparatively superficial and transient phenomenon. It is natural enough that a country whose literais still provincial should be especially tensitive to opinions coming from the virtual metropolis, and that a country in many senses young should have some of that unranity and desire to be received on equal terms amongst its betters which is characteristic of the hobbledehoy stage of existence.
But this is quite compatible with a more deeply-seated conviction that the American is a being of a superior order, whose merits are not as yet thoroughly recognized, but who s rapidly showing his superiority to all the relescentablished in the Old World. Consequently, there is no people upon whom it is so desirable to impress the fact that some cople could write English before the Declara-

tion of Independence, and that there is a standard of cultivation and learning to which they have not at present even nearly approached. They are suffering from very natural delusions of mental perspective, which make their own continent and epoch loom in the vastest proportions, and they are specially in need of such correctives to their vision as

can be supplied at school. But we cannot flatter ourselves that the moral so obvious in their case has no application to us. There is, it is true, a large and growing class of Englishmen which recognizes more or less dimly the fact that there are other countries beyond the British Channel, and there are some foreign civilizations which are not quite unworthy of notice. There is also a class, though not so rapidly increasing, which is aware that a few books were written, and a few things done, before the nineteenth century which may be studied with some show of profit. Still, the measure of the Philadelphian school teachers only embodies a sentiment analogous to the common English sentiment that "Junius" or the writers of the Spectator would be second-rate scribblers at the present day, and that there is more good writing in the daily press than would have fitted out a first-rate author of the past. The answer which is generally made to this, and to the often-quoted comparison between the Times and Thucydides, or between knowledge of the Mississippi and the Ilissus, rather fails to allow for the half-truth contained in those assertions. The obstinate de fenders of the old classical system are apt to dwell too extensively upon the advantages of the training which it confers upon the mind, without insisting upon the substantial value of the knowledge imparted. They accept the position of their antagonists, and admit that a youth who has been trained for many years in classics or mathematics is then to forget all about it, and take to some purely utilitarian study. They argue that they have put so fine a polish upon his intellectual powers that he is to be able to take up with effect any study he pleases. Now, it is only natural that their opponents should feel a difficulty in believing that a man who is to devote his whole faculties to certain pursuits is the better for having previously sharpened them on something which is to be entirely laid aside. If, after sharpening your razor to the utmost, it is only to be used for cutting blocks, one can hardly resist a suspicion that the sharpening has been more or less thrown away. Neither can it be denied that our present educational system is liable to some extent to this blame, and that in some interpretations at least of its merits the theory seems to be involved that a study which is useful in after-life is necessarily useless as a means of training. If classical training, for example, were founded on a more intelligent method, and such superstitions as that of excessive verse-making were effectually laid, the answer to the Philadelphian heretics would be much plainer, because they would more easily recognize the utility of a study which should be no longer ostentatiously unsuitable to any one but schoolboys. They might perhaps be induced to recognize the advantage which a man derives from having some acquaintance with the world in a large sense, and from having, as it were, an intellectual anchorage beyond the very unstable and shifting sands of provincial journalism. But to meet effectually the prejudices of which this is a ludicrous instance, some modification in the views of extreme purists is required, and it would be well that they should provide themselves with arguments plain even to the capacity of persons who believe in Philadelphian newspapers.

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Commencing MONDAY, November 23, 1863.—Trains
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Way mail Train at 8 30 A. M. (Sundays excepted),
for Baltimore stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for
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Express Train at 12 M. (Sundays excepted) for
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Through tickets to all points West, South, and continues may be procured at ticket office, No. 838 Chesnut street, under Continental Hotel, where also State Rooms and Beiths in Steeping clars can be sturred during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

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P. M.
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For Hildgeton, Salem, and way stations 8:15 A. M.
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MURNING ACCOMMODATION.—At 730 A. M. for Reading and all intermediate stations, and Allentown. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:35 P. M., arriving in Philadelphia; at 9:25 P. M., MORNING EXPRESS—At 8:15 A. M., for Reading, MORNING EXPRESS—At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Wilhamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc. and the 8:15 A. M. connects with the Lebanon Vailey train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Havea, Elmira, etc.; at Harrisburg with Northern Central, Cumberisand Vailey, and Schuylkill and Susquehaena trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS—Leaves Philadelphia at bor Northmoeriand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,—Leaves Philadelphia at 8750 P. M. for Reading, Potaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 645 A. M., stopping at intermediate stations; servives in Philadelphia at 410 A. M. Reatroning leaves Philadelphia at 400 P. M.; arrives in Pottstown at 515 P. M.

arrives in Philadeiphia at 9:10 A. M. Readraing leaves Philadeiphia at 4:00 P. M.; arrives in Pottstown at 5:15 P. M. READING ACCOMMODATION.—Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadeiphia at 1:02 A. M., Returning, leaves Philadeiphia at 1:45 P. M.; arrives in Reading at 7:40 P. M. Trains for Philadeiphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadeiphia at 1: P. M. Alternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M.; arriving at Philadelphia at 6:45 P. M. Arriving at Philadelphia at 6:45 P. M. Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12:26 Moon for Pottsville and all Way Stations; leaves Pottsville at 7:30 A. M. for Philadelphia at 12:26 Moon for Pottsville and all way Stations; leaves Pottsville at 7:30 A. M., for Philadelphia at 8:15 P. M.; teave Philadelphia for Reading at 8:00 A. M., and Philadelphia at 8:15 P. M.; teave Philadelphia tor Reading at 8:00 A. M., returning from Reading at 4:52 P. M.; teave Philadelphia tor Reading at 8:00 A. M., returning from Reading at 4:52 P. M.; teave Philadelphia tor Reading at 8:00 A. M., returning from Reading at 4:52 P. M.; teams from Philadelphia at 1:50 P. M.; teave Philadelphia tor Reading at 8:00 A. M., returning from Reading at 4:52 P. M.; teams from Philadelphia at 1:50 P. M.; teams from

CHRSTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 450 P. m., trains from Philadelphia; returning from Downingtown at 630 A. M., 1245 and 535 P. M.

PERKIOMEN RAILROAD.—Passengers for Skippack take 730 A. M. and 450 P. M. trains from Philadelphia, returning from Skippack at 810 A. M. and 1245 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Skippack. pack.

NEW YORK ENPRESS FOR PITTSBURG AND
THE WEST,—Leaves New York at 9 A. M., 1506, and
10 19 P. M., pasing Reading at 105 A. M., 150, and
10 19 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains
for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc.

vania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 350 and 550 A. M., 1050 P. M., passing Reading at 544 and 7.51 A. M., and 1250 P. M., arriving at New York, 1100 A. M. and 1250 P. M. arriving at New York, 1100 A. M. and 1220 and 500 P. M. steeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 310 A. M. and 255 P. M. Mail train for Harrisburg kases New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Traina leave Fottsville at 645, 1150 A. M., and 640 P. M., returning from Tamaqua at 855 A. M., and 215 and 435 P. M. and L. And Sur-QUEHANNA RAILROAD.—Trains leave Auburn at 755 A. M. for Pinegrove and Tremont; leturning from Harrisburg at 330 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M., and from Tremina at 740 A. M., and 535 P. M.

P. M. TICKETS.—Through first class tickets and emi-

P. M.
TICKETS.—Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, darket Train, Reading and Petistown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for day only, are sold at Reading and intermediate stations by Reading and Potistown Accommodation Trains at reduced rates.
The following tickets are obtainable only at the Office of S. Bradford, Trassurer, No 237 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading.
Commutation Ticket at 25 per cent discount, between any points desired, for families and firms.
Mileage Tickets, good for 2000 miles, between all points, at \$62.50 each, for families and firms
Season Tickets for three, six nine, or twelve months, for holders only, to all points, at reduced rates.
Clergymen residing on the line of the road will be

months, for holders only, to all points, at reduced rates.

Glergymen residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, studay, and Monday, at reduced fare, 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, Erond and Willow streets.

Freight Trains leave Philadelphia daily at 435 A. M., 12'80 noon, 3 and 6 P. M., for Reading Lepanon, Harlisburg, Pottsville, Port Citaton, and all points beyond. beyond.
Mais close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2 15 P. M.

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 Callowbill streets.

WEST CHESTER AND PHILADELPHIA

KAILKOAD, WINDER ARRANGEME AT,
On and Siter MONDAY, October 5, 1868, Trains will -On and siter MONDAY, October 5, 1868, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11 A. M.,

2 30 P. M. 415 P. M., 450 P. M., 5-15 and 11 20 P. M.

Leave West Chester for Philadelphia, from Deport
on Rast Market street at 6 25 A. M., 7-45 A. M., 8-00 A.

M., 10-45 A. M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.,

Trains leave West Chester at 8-00 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and b. U. Junction, going
East, will take train leaving West Chester a. 7-5

A. M., and going West will take the train leaving
Philadelphia at 4-50 P. M., and transfer at B. U.
Junction. Junction.

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

Leave Philadelphia at 8 30 A. M. and 2 00 P. M. Leave West Chester at 7 56 A. M. and 4 00 P. M. Trains leaving Philadelphia at 7 45 A. M. and 4 50 P. M., and leaving West Chester at 8 00 A. M. and 4 50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. K., for Oxford and Intermediate points. 4 10?

NORTH PENNSYLVANIA RAILROAD.—
FOR BETELBHEM, DOYLESTOWN, MAUCH
CHUNK, EA-TON, WILLIAMSPORT, WILKESBARLE, MAHANOY CITY MOUNT CARMEL,
FITTSTON, TUNKHANNOUK, AND SCRANTON.
PARE EDGET TRAINS leave the D-pot, Corner of BERKS
and AMERICAN Streets, daily (Sundays excepted),
se follows: as follows:—
At 7 45 A. M. (Express for B-thlehem, Allentown,
Mauch Chunk, Hazieton, Williamsport, Wilkesbarre,
Mananoy City, Pitston, and Tunkhannock.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitston, and town, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 148 P. M. (Express) for Bethlenem, Manoh Chulk, Wilkesbarre, Pittston, and Scranton.
At 500 P. M. for Bethlenem, Easton, Allentown and Mauch Chunk.
For Doylestown at 845 A. M., 245 and 415 P. M.,
For Port Washington at 1045 A. M. and 1150 P. M.,
For Lanndale at 521 P. M.
Firth and mixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

Depot.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 910 A. M., 210, 5 25, and 5 30 TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9 10 A. M., 2 10, 6 25, and 5 30
P. M.
From Doylestown at 8 35 A. M., 4 35 and 7 P. M.
From Lansdale at 7 30 A. M.
From Port Washington at 16 45 A. M. and 5 10 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Bethlehem 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.
Ticketa solid and Bagsage onecked through at
Mann's North Pednsylvania Bargaga Express Office,
No. 103 S. FIFTH street.

ELLIS CLARK: Agent.

ELLIS CLARK, Agent,

AUCTION SALES

M. THOMAS & BONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth
Sireet.

HANDSOME PURNITURE, PIANO, MIERORS,
HANDSOME PURNITURE, PIANO, MIERORS,
HANDSOME PURNITURE, PIANO, MIERORS,
CARPETS, ETC.

On Thursday Morning,
Jan. 7, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household furniture, comprising handsome walnut parior, during room and ilurary furniture, cited walnut chamber and the superior rosewood 7-octave plano-forte, made by Chambers & Gabler; French piate mirrors, ward-robes, bookcases, sideboards; extension, and centre tables; china glass, and plated ware; beds and bedding, fine hair matiresses, superior office furniture, bandsome chandellers, gas-consuming and cooking stoves, handsome velvet, Brussels, and other carpets, etc. etc.

BUNTING, DURBOROW & CO., AUCTIONS EERS, Nos. 222 and 224 MARKET Street, corner of Bank street, Successors to John B. Myers & Co.

PEREMPTORY SALE OF A FIRST-CLASS RETAIL STOCK OF DRY GOODS.

On Thursday Morning.

Japuary 7. fat 10 o'clock, on a months' credit, by order of assignees.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1112 OHESNUT Street; rear entrance No. 1107 Bansom ass

LARGE SALE OF LADIES' FANCY FURS,

SLEIGH ROBES, ETC

OR Thursday Morning.

At 10 o'clock, at the auction store, No. 111s 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 fitch sets asse

nuffs, capes collars, satchels, etc.

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

The furs can be examined on Wednesday. 1521

Sale at No. 119 Cheanut street

SUPERIOR HOUSEHOLD FURNITURE PIANOFORTES, CARPETS MIRRORS, PLATED WARE,
CUTLERY, GLASSWARE, ETC.
On Friday Morning.
At 9 o'clock, at the auction store, No. 1119 Cheanut
street, will be sold, a large assortment of superior
parior, chamber, and diaing-room turnities, new and
champagne Wine.
On Friday Morning.
At 12 o'clock, at the auction store, will be sold 169
cases of Groeffe & Co.'s Champagnes of various
brance.

T IPPINCOTT SON & CO. AUCTION

I IPPINCOTT, SON & CO., AUCTIONEERS

NOTICE,
Regular Sales of Dry Goods, Notions, Trimmings etc., will be neld every WEDNESDAY through Jabuary.
Consignments of Stock Goods, etc., solicited.
Sales cached within five days.

CLASK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening.

A large invoice of Biankets, Bed Spreads, Dry Goods.
Cloths, Caesimeres, Hostery, Stationery, Table and
Pocket Cuitery, Notions, etc.
City and country merchants will find bargains.
Terms cash. Goods packed free of charge

C. D. MCCLERS & CO., AUCTIONEERS SALE OF BCOTS, SHORS BROGANS, BALMO-RALS ETC.
On Thursday Morning,
Jan. 7, at 10 o'clock, we will sell, by catalogue, for cath, a large assortment of men's, boys', and youtus' bools, shoes, brigans, balmora's, etc.
Also, a large line of ladies', misses', and children's wear.

MARTIN BROTHERS, AUCTIONEERS,— Coatery Salesmen for M. Thomas & Sons.) No. 129 CHESNUT St., rear entrasce from Minor

GOVERNMENT SALES.

SALE OF DAMAGED CLOTHING AND D EQUIPAGE. ASSI. QUARTERMASTER-GENERAL'S OFFICE, 1

ASS. QUARTERMASTER-GENERAL'S OFFICE. PHILADELPHIA, Dec. 28, 1868.

Will be sold at public auction, under the direction of Captain W. H. Gill, Military Store-keeper, 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, etc. etc., viz:—

etc. etc., viz:—
29 Forage Caps.
23 Hankets, woollen
314 Uniform Coars.
65 Uniform Jackets.
62 Hatchet Hand , 897 Knapsacks. 62 Hatchet Handles 411 Camp Colors, 2 Storm Flags, 32 Canteens, cavairy. 1,833 Uniform Jackets, Light Ar illery. 819 Great Coats, Horsemen, 30 Great Coats, Foot-

plete. 221 Trumpet and Bugle Cords and Tassels. men. 64 p a i r Trousers, 2,738 pounds Burlaps, Horsemen.
292 p a 1 r Trousers,
Footmen.
157 Sack Coats, lined.
10,161 pounds Cuttings,
10,161 pounds Cuttings,

16 Sack Coats, un-lined. 470 Shirts, flannel and 1 463 pounds Rags, old. 7,971 pounds Scraps 609 pair Drawers. Iron. 288 pounds Seraps Old Knapsacks. 164 pair Stockings. 20 Haversacks.

20 Haveracks.
600 Boxes, old.
1 lot of Lumber, old; also, a quantity of Chevrons, Feathers, 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. ertised is sold. Terms cash in Government funds.

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

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

D. H. RUCKER, Assistant Quartermaster-General, 12 29 8t Brevet Mojor-General U.S. Army,

CARRIAGES.

RRIACES. A C



Notice is respectfully given to oustomers and other desiring CARRIAGES of the MANUFACTURE

WM. D. ROCERS,

OF CHESNUT STREET, To place their orders as soon as possible, to insure their completion for the DRIVING SEASON OF 1869.

(ARRIAGES STORED and Insurance effect WM. D. ROCERS, Nes. 1009 and 1011 CHESNUT Street,

CARRIAGES REPAIRED in the most heat and

PHILADEL *** D.B. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Uniou streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect cure 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 deblittes scientifically and successfully treated. Office hours from 3 A.M. of P.M.

MERRICK & SONS

SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia, WILLIAM WRIGHT'S PATENT VARIABLE CUT OFF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE. PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S
PATENT SELF-CENTERING, SELF-BALANCUSG
CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR. For twiten or Woolien hannafacturers, 710000