St. Paul held that it was a shame to a man to wear his hair long, and he tells the Corinthians so in his first epistle to them. On the other hand, Huyehius, Patriarch of Jerusalem, A. D. 600, declared the outward visible signs of manly perfection to consist in an ample beard and in hair flowing down the

In remote ages, the Persians, who now have their heads shaved, were hairy. Darius had a most luxuriant poll, and Alexander, who conquered him, probably paid few visits to the hair-cutter's in the course of his life. Alcibiades and his clique of roues introduced the effeminate fashion of long hair into Greece. Before their time the Athenians were roundheads, and it is fair to suppose that Aristides the Just, who did not pride himself above measure on his devotion to the Graces, sported a crop of bristles and ignored a comb. Heroditus relates that in token of mourning, the Persians were wont to cut off not only their own hair, but the manes of their horses. The same historian tells us that the Argians, being defeated by the Lacedæmonians, made a sacrifice of their locks, and vowed that they would remain shorn as long as they had not reconquered Thyraea. At Sparta, Lycurgus had decreed the wearing of long hair; but this law, to which Plutarch alludes, was never much obeyed. The Spartans when they attained their sixteenth year did as the young Athenians, and burned their hair upon the altar of either Diana or Mars. The fact is, all the barbarians who used to come from across the seas in those times were flowing locks, and the Greeks had no wish to resemble them. Our primitive ancestors, the Britons, and

like them the Gauls, allowed their hair to grow undisturbed. It often reached below the waist, and men like Caractacus must have looked curiosities. Conquered by the Romans, the Gauls and Britons were ignomiously clipped. In his enumeration of the Gallic tribes led into captivity by Cæsar, Lucian speaks of the Liguses "now shorn but erewhile possessed of an abundant mass of hair." Those of the Gauls who obtained their liberation hastened to let their hair grow again; in order the more to mark the importance they attached to flowing locks, they took to shaving their slaves. It is thus that Ausonius speaks of four young boys and four young girls, all shorn, as being a customary present to a rich Gaul on his wedding-day. At the beginning of the fifth century Pharamond established his kingdom in the province which thenceforth took the name of France. The Gauls were reduced to a state of bondage, and the conquerors laid ruthless scissors upon their victims polls. From this time it became a generally understood thing all over Europe that long hair was the exclusive appauage of the great and noble. Not only serfs, but free peasants and burgesses, were forbidden to go about otherwise than cropped. The glebe slaves on a nobleman's estate were even (during the fifth, sixth, and seventh centuries) shorn altogether; and it is from this custom that the practice of saluting by taking off the hat arose. The act of uncovering the head amounted to saying:- "See, sir; I am your servant; I have no hair.'

When a nobleman was convicted of any felonious offense, the razor was invariably applied to his pate. Clotaire the First, King of France, caused his own son, Gondebaud, to be shorn for conspiring against him. And by way of adding to the disgrace of this sentence, he immediately afterwards issued an edict condemning to the severest penalties any one who should by stealth or violence cut

off the hair of an honest man. When the harsh ferocity of the early Gothic times had a little subsided, and when Christianity had introduced a few humane notions into the minds of men, certain plebeians began to murmur at the obligation of wearing bristles. At that period the large majority of priests and church dignitaries were sprung from the people; the scholars, masters of schools, and public professors, were also "churls" or "knaves"as it was the polite fashion to call them: and as for the lawyers, clerks, petty magistrates, and government secretaries, there was not one of them but was of base blood. Still, these base-blooded people formed the most intelligent part of the nation, and it was humiliating to them to have no hair, while jolter-headed boobies in armor, who could neither read nor write, were wearing matted locks all down their backs. God save the mark! But why did not these reflecting "knaves" push their reasoning a little further? Why did they not raise a cry against all other privileges, and so nip many injustices, which have grown up rank for centuries? But, we suppose, there is a time for everything. The hair question assumed disquieting proportions in France, for in the year 1201, Pierre Lombard, Archbishop of Paris (whose own head left much to be desired in the matter of eapillary adornment) was prevailed upon by the malcontents to become their champion. He was a learned and a good man. No doubt he had often pondered in the silence of the closet upon the unseemly appearance of his close-clipped crown, and he took up the cudgels like a man determined to win. The King of France at that time was the gallant Philip the Second, generally known as Philip Augustus. He was not by any means a monarch averse to progress, for he had already excited no little dissatisfaction amongst his subjects by in-sisting that they should wash. He had erected extensive bath-houses, and the people had been politely requested to make use of them as one of the best preservatives against scurvy and fever, which then had hold upon all the working classes. Philip Augustus, after giving the matter his most attentive consideration, signed the Magna Charta of capillary liberty, at about the time when his royal compeer, John of England, was pulling a dismal face over the Charter of Runnymede. Generally speaking the English follow the French in the matter of personal adornment, but in this case we had been beforehand with our neighbors. So early as the reign of Henry the Second, our plebeian fore-

had obtained it without much ado. As was natural, the repeal of the long-hair law caused immense dissatisfaction among the nobles. The chief hardship, they alleged, was, that it would be thenceforth impossible to discern a gentleman from a boor at a hundred yards off; and they vented their spleen apon Pierre Lombard by prosecuting him before the Ecclesiastical Court of Paris for a work of his entitled "Les Sentences," a theological treaty which his enemies affirmed to be heretical. The book was pronounced subversive, and was burned by the hands of the hangman. Pierre Lombard did not resign his see in consequence, but he died soon after, broken-hearted by persecution, and wishing, very likely, that he had allowed the Mair of his countrymen to remain out close in

fathers had obtained exemption from the

obligation of baving their hair cut, and they

bristles, without interference. We hear nothing more about short hair until the sixteenth century. From the time of Philip Augustus to that of Francis the

First, every one, lord or bumpkin, let his hair | fall down his back. Historians and chroniclers speak a great deal about the oils and ointments that were used by the wealthy and noble of the middle ages; and it appears to have been a pretty prevalent custom to powder one's locks with gold-dust.

Frequenters of picture-galleries must have observed that all portraits of French noblemen during the mediæval times, and up to the year 1530, represent men with abundant locks, but that from the year 1530 there is an abrupt change: the hair of the Frenchmen becoming, from that date, as short as that of a modern iail-bird. The reason of this is as follows:-His Majesty Francis the First, happening to spend the Christmas of 1529 at Fontainebleau, organized a series of routs and revels in honor of the new year. On the 6th of January, it used to be customary for the mummers to elect a king, and engage in a mimic war against a rival party, who would pretend to defrone the mock monarch. Francis, hearing that the lord of a neighboring castle had been elected "king" by some friends of his, disguised himself, and went with a party of twenty courtiers to offer battle to the revellers. The challenge was accepted. A fort was erected in the great hall of the castle, and Francis endeavored to carry it by storm. It was usual to fight with eggs in guise of shot, and bags of flour in lieu of maces; but after a while the strife waxed hot, and somebody threw a lighted brand, which fell upon the disguised king's head and felled him senseless. The wound was a very serious one. For some time Francis remained in bed, and when he made his reappearance amidst his court, his hair was cropped quite close; while his beard, on the contrary, which he had always up to that time shaved off, had been suffered to grow luxuriantly. Imitation being the sincerest flattery, the courtiers hurried off to put themselves into the hair-cutter's hands. Gradually the people fol-lowed the example. Hair became short, and beards lengthened. From France, the fashion passed into England and other countries. It lasted for nearly a hundred

As every one knows, long hair and short hair had a marked political significance during the wars of Charles the First against his Parliament. It was no joke, then, to be caught with bristles in Prince Rupert's camp: and to have come with curling locks under Cromwell's eye would have been to run the risk of being sent, not to the hair, but to the head, cutter's. Charles the Second brought back the fashion of long Cavalier locks, but these were soon supersoded by the towering wigs introduced by Louis the Fourteenth. He had a very poor head of hair; thin, lank, and of a dirty buff color; and his barber devised a most voluminous peruque to meet the emergency. Of course the fashion "took," and this big unsightly headdress, which must have been insupportable in summer, remained in use until the middle of Louis the Fifteenth's reign, when it gave way to the fa-

mous powdered wig.

The great republic swept away the wigs, and many of the heads that were in them. It was then that the pigtail fashion came in, both for high and low, and lasted long enough to be remembered by some men of the present day. Napoleon the First mercilessly cut off the pigtails of his republican soldiers, and nearly caused a mutiny among the army of Egypt by so doing. Similarly, immense dis-content was excited in the British navy when the Admiralty abolished the pigtail some half century ago. So we come down to the present times, when we gratify our individual tastes in the matter of our heads of hair and our beards, unless indeed we are private soldiers, or paupers, or convicts, or are put into a reformatory; when, for the general good, we must yield to sanitary cropping laws.

ABYSSINIA.

Further Particulars of the Murder of Mr. and Mrs. Powell by the Natives.

The Assistant English Resident in charge at Aden forwards a copy of a further communication received from M. Munzinger, containing further particulars regarding the murder of Mr. and Mrs. Powell in Abyssimia. He says:—

Mr. Powell reached Lender, the first Swedish mission station (twenty-two miles distant from Kufit), on the 20th of March, and left for Kolloko (a village on the March or Lona, near Mazdars, from Lender.

on the 20th of March, and left for kolloko (a village on the March or Lona, near Mazdars, from Lender, where the mission has another station) on the fol-lowing day. Having left his heavy kit near this place, he made several shooting excursiors up and down the river, and killed three elephants and one buffulo. In these excursions he was always accompanied by some of the missionaries. Having decided to cross the country and to reach the accompanied by some of the missionaries. Having decided to cross the country and to reach the Taccazie, he left Kolloko on the 16th of April, and reached the village of Anagullo (ten M. S. W.) on the same day. He asked the natives for guides, but they gave them only after he had menaced them to write to Magdeza (an Egyptian village, the people of which always piunder the Kunawas) to send him guides and horsemen to protecthim. It appears that the people of Kolloko and Maydaro did their best to dissuade Mr. Powell from going to the Taccazie under general protests, but without pointing out to him the real danger they were aware of. As early on the morning of the 17th the flour was not quite ready, Mr. Powell took one were aware of. As early on the morning of the 17th the flour was not quite ready, Mr. Powell took one camel with him, with the most necessary kit, and started, accompanied only by Mrs. Powell, young John Powell, Mr. Elfblod, missionary, two servants (natives of Eogos), and one guide; all his other followers he left to follow with the kit as soon as they got the flour. This second party started about 7 A. M., three hours after Mr. Powell. Their camels being very weak, they marched very slowly; a great number of Kunawas, most of whom were natives of the village Anamia, near Anaguilo, followed the the village Anamia, near Anagullo, followed the caravan, supposed intending to carry off the meat of the elephants to be killed. When they came up to the caravan they made their saintations and went on, but they waited for the party on ahead. After a march of three or four hours a party of thirty or forty men, hidden in the bushes, attacked suddenly the carayan. Kjelherg was killed at once; Makeru got a spear wound, but had, before he died, time to kill two of his aggressors with his revolver, his musket being unfortunately fastened on the camel. His resistance allowed McDonald and the Bogos servants to make their escape to Kolloko, but both the Bogos received heavy spear wounds. The Borea guide was killed also. The news reached the Lolloko station in the night.

Mr. Powell's party is reported to have travelled very quickly all the day till the evening, when they arrived on a great water—a lake or a river on the very quickly alf the day till the evening, when they arrived on a great water—a lake or a river on the Taccazie itself, we know not—where they camped. The natives behaved very friendly, and presented them with flour and milk, and the light passed very quietly; but on the following morning at daybreak the natives suddenly surrounded the party. Mr. Powell, leaning on his bed, received two spears in his side and back, seized his gun, and killed two of the enemies and fell. Mrs. Powell was standing some yards off, received a spear in the breast, and had time to run towards her husband, at the side of whom she fell down, and was then stoned to death. It is true, as I had heard and reported, that the poor lady defended herself. The boy was killed at last with a spear. Mr. Elfohed tried to escape, but was attacked by two spears and died at once. The two servants were killed also. "From what I heard I am inclined to believe that Mr. Poweil was only attacked when the Tika people heard of the murder of the second party. The news could reach them only during the night. If they had independently had designs from the first, they could, in their treacherous manner, as well have killed him at once, and the attack would have been easier in the night when the travellers were asleep. I suppose the people of Adanna, as they had done, sent to the Tika people telling them to murder the rest, so as to prevent a future revenge. This is the more probable, because Mr. Poweil had too little kit with him to be killed for plunder's sake. him to be killed for plunder's sake.

Our readers may recollect a jumping match in Dorchester, Massachusetts, a short time ago, in which a young girl named Katfe Murphy defeated the noted jumper Michael Flynn. The latter was not satisfied with the result, and a new match was arranged for Thursday. In tossing up for the first jump the man won, and made a leap of 10 feet 6½ linches. It was Katie's turn next, and she came to the seratch very unconcernedly, and apparently with great case made a leap of 10 feet and 8 inches.

Time was again called, when Flynn made another A Female Gymnast.

leap of 10 feet and 9 inches, and won the heat, as Katie jumped again right into her old tracks, misking only 10 feet and 8 inches. After a few moments delay, the third and last jump was called, Flynn came to the scratch well braced, and made the leap, clearing only 10 feet 9 inches. There was a moment of suspense, and anxiety was mirrored in every face save Katie's. She scemed perfectly calm, and not the least excited. Nimbly she walked up to the line, and with much gracefulness took her position amid a most profound silence. Scanning carefully the ground, she suddenly bounded off like a young fawn, making the extraordinary leap of 11 feet 2% inches. feet 21/2 inches.

Political.

-The Boston Post heads its returns from Maine "Democratic gains everywhere," Where?
-The Democrats have nominated for Treasurer of Luzerne county Pa, a man who can neither read nor write,—N. Y. Commercial.

—The threatened split in the ranks of the Wiscon-

sin Democracy was averted by the defeat and the complete surrender of the old party managers.

Among the candidates mentioned for the Boston Mayoralty are the present Mayor, Dr. Shurtlen, Mr. Gaston, Alderman Baldwin, Otis Norcross, S. D. Crane, and Alderman White.

General Robert Lower candidate for Attention

Crane, and Alderman Baldwin, Olis Norcross, S. D. Crane, and Alderman White.

—General Robert Lowry, candidate for Attorney-General of Mississippi on the Conservative Republican ticket, is a citizen of Brandon. He won his title of "General" in the Confederate army.

—The Nashville Press and Times devotes two columns to a double-leaded article declaring that it is the intention of the Democrats to repeal Tennessee's ratification of the fourteenth amendment.

—Somebody recently took a night ride with Senator Sprague, of Rhode Island, and reports in the Providence Press the Senator's talk. It is suggestive of the phrase, "All talk and no cider."

—Modern Democracy may be described, more regard than usual being had for exact truthfuldess of statement, as a desperate aggregation of miscel-

of statement, as a desperate aggregation of miscel-aneous fag ends and dregs of policies overruled by the people.

The Boston Transcript says it is apparent that there will be many delegates in the Worcester Convention on the 22d instant opposed to the Prohibitory law, but in favor of the renomination of Gov-

or Claffin. A State debt of \$40,000,000 was the legacy which —A State debt of \$40,000,000 was the legacy which the Democratic party bequeathed to the people of Pennsylvania when it quitted power. The Republi-can party have reduced this debt more than one half, esides freeing the people of the oppressive tax upon real estate

real estate.

—In Ohio the black man is caricatured in pictures and maligned in editorials, while in Tennessee he is praised for his virtues and solicited to vote on the right side. Is this difference compatible with the indivisibility so long the Democratic boast? —General Longstreet's praiseworthy course since the close of the war has called down upon him the maledictions of all the small minds of the South. The Atlanta (Ga.) Constitution says that he must not "look for his indignant, deserted, and betrayed companions to smile sanction upon a deed that is lurid with the dark blazonry of the bribe."

-The Roxburghe Club has just issued to its members the prose translation of De Guileville, "Pilgrimage of Man" (the first of his three pil grimages), from the Cambridge University Library MS., which Mr. Bradshaw first brought to notice. The Roxburghe volume is edited by Mr. Aldis Wright. The poetical version of this treatise, which has been copied for publication by the Early English Text Society, unluckily turns out to have three large gaps in it, which the second and imperfect Cotton copy does not fill up at all. About twenty pages need still to be supplied, and as the third manuscript is in certain well-known hands, there is little chance of the gap being filled at present.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mali Train at 8-30 A. M. (Sunday excepted),

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristield and intermediate stations.

for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

ake the 12 00 M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-

Railroad for Harrington and intermediate Leave Wilmington 630 and 840 A. M., 1:30, 4:15, Leave Wilmington 639 and 870 A. M., 130, 415, and 700 P. M. The 816 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs dally; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mall; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark.

ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

and Chester,
PHILADELPHIA AND BALTIMORE CENTRAL PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 425 P. M.

The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays ex-

130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M.

Trains leaving Wilmington at 630 A. M. and 415 P.
M. will connect at Lamokin Junction with 700 A. M.
and 430 P. M. Trains for Baltimore Central Rail

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickett at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAUROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M.,
2-30 P. M., 4-15 P. M., 4-25 P. M., 7-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10 A.
M., 1-55 P. M., 4-50 P. M., 8nd 6-45 P. M.
Leave Philadelphia for B. C. Junction and Intermediate points at 12-30 P. M. and 5-45 P. M. Leave
B. C. Junction for Philadelphia at 5-30 A. M. and 1-45
P. M.

P. M.
Train leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-35 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pasdia, Gien Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 425 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-00 A. M. and 2 30 P. M.
Leave Philadelphia for B. C. Junction at 7:15 P. M.
Leave West Chester for Philadelphia at 7-45 A. M.
and 4-45 P. M.
Leave B. C. Junction for Philadelphia at 6-00 A.
WHLIAM C. WHEELER,
M.
General Superintendent.

WEST JERSEY RAILROADS.

PALL AND WINTER ABRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Perry). Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations. 3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro, 3-20 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 5:50 P. M., Woodbury and Glassboro accommoda-

fion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Wainut street.
Freight delivery at No. 228 South DELAWARE Avenue.
Commutation tickets at reduced rates between Philadelphia and all stations.

WM. J. SEWELL, Superintendent.
September 16, 1869.

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE A from Philadelphia to the interior of Pennsylvania, the Schnylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P.M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Ratiroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION.
Leaves Potistown at 6 % A. M., stopping at intermediate stations; arrives in Fulladelphia at 5 40 A.
M. Returning, leaves Philadelphia at 4 % P. M.;
arrives in Potistown at 6 40 P. M. READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 540 A. M. and Reading at 750
A. M., stopping at all way stations; arrives in Philadelphia at 1045 A. M.
Returning, leaves Philadelphia at 545 P. M.; ar-

rives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.
Trains for Philadelphia leave Harrisburg at 8-19 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2,
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.

delphis at 645 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 9-15 P. M. at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.
Market train, with a passenger car attached, leaves
Philadelphia at 12:45, noon, for Pottsville and all way
stations; leaves Pottsville at 5:40 A. M., connecting
at Reading with accommodation train for Philadelphia and all way stations,
All the above trains run daily, Sundays excepted,
Sunday trains leave Pottsville at S. A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for
Reading at S. A. M.; returning from Reading at 4:25
P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7:50 A.M., 12:45, and 4:50 P.M. trains from Philadelphia. Returning from Downingtown at 6:10 A.M., 1 and 5:45 P.M. PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage lines for the various points in Perklomen Valley con-nect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 140 A. M. and 150 and 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Enitroned Express trains for bittsburg Chicago, Williamsport Einige Batt. or Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.
Returning Express train leaves Harrisburg on ar-

rival or Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1950 P. M., passing Reading at 544 and 731 A. M. and 1950 P. M., and arriving at New York at 11 A. M. and 1930 and 5 F. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 6 30 and 11 30 A M., and
6 30 P. M., returning from Tamaqua at 8 35 A. M.,
and 2 15 and 4 15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Trains leave Auburn at 3 55 A. M. and 3 20 P. M.
for Pinegrove and Harrisburg, and at 12 10 noon for Pinegrove and Tremont, returning from Varrisburg at 745 A. M. and 340 P. M., and from Tremont at 645 A. M. and 506 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 one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fouria street, Philadelphia, or of G. A. Nicolis, General

uperintendent, Reading. COMMUTATION TICKETS, -At 25 per cent. disount, between any points designed, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for familles and SEASON TICKETS .- For three, six, nine, or

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

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirte-such and Callowhili streets. FREIGHT —Goods of all descriptions forwarded

FREIGHT —Goods of an descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 1245 noon, 5 and 7 15 P. M., for Reading, Leaven Harrisburg, Pottsyllie, Port Clinton, and Labanon, Harrisburg, Pottsville, Port Clinton, and onts beyond.

BAGGAGE —Dungan's Express will collect

gage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL DENNSYLVANIA CENTRAL RAILROAD

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Popot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. TRAINS LEAVE DEPOT, VIZ. :-

Cured and baggage delivered by 5 P. M., at No. 116

Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express. 2.45 A. M.
Philadelphia Express. 6.20 A. M.
Palladelphia Express. 6.20 A. M.
Paoli Accommodation, S.20 A. M., 4.05 and 6.36 P. M.
Fast Line. 9.35 A. M.
Parkesburg Train. 9.10 A. M.
Lancaster Train. 12.30 P. M.
Erie Express. 6.10 P. M.
Pacific Express. 130 P. M.
Pacific Express. 130 P. M.
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. RAILROAD LINES.

1869. —FOR NEW YORK,—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom...\$2:25
At 8 A. M., via Cam. and Jersey City Ex. Mail... 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations,
At 6:30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and
points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for
Trenton.

Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:40 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, upper side). (upper aide). FROM KENSINGTON DEPOT

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for At 7:80 and 11 A. M., 2:80 and 5 P. M. for Morriscilie and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinging, Bridesburg, and Frankford, and at 8:30

Sinoning, Bridesburg, and Frankford, and at \$30 P. M. for Hoimesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Raffway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25.

At 11:30 P. M., Emigrant Line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.

Trenton.

At 9-30 A. M., 4, 6-45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-20 A. M., 8 and 12 P. M. Lines will run daily.

All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut Within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,

wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 736 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2*15, 3*30, 5, and 6*30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Monat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Expert, and Hornerstown. At 7 A. M., 1or Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 2, 334, 834, 4, 4 35, 5 05, 534, 6, 634, 7, 8, 9, 10, 11, 12 . M. P. M. Leave Germantown at 6, 7, 7½, 8, 8-26, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 19% Leave Germantown at 8-15 A. M., 1, 3, 6, and 93

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%,
7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40,
3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at \$15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOLOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7%, 9, and 11 05 A. M., 1%, 1. 45c. 5, 55c. 6m., 8v.5, 16v.5, and 11 M. P. M. Leave Norristown at 5v0, 6bc. 7, 7M. 9, and 11 A. f., 15c. 3, 4k. 6bc. 8, and 9k. P. M. The 75 A. M. train from Norristown will not stop t Megce's, Potts Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11 95 A. M.,
1½, 3, 4%, 5, 5%, 6%, 505, 1005, and 11½ P. M.
Leave Manayank at 649, 7, 7%, 349, 9%, and 11½
A. M., 2, 3½, 5, 6%, 539, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M. 2%, A and 7% P. M.

ON SUNDAIS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manavunk at 7½ A. M., 1½, 6, and 2½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethiehem, Doviestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.
Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown,
Mauch Chuuk, Hazieton, Williamsport, Wilkesbarre,
Mahanov City, Pittston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scianfon, and New Jersey Central and Morris and Essex Reilroads.
At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk,
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 6:45 and 10:45 A. M., and 11:50 P. M.
For Abington at 1:15, 3:15, 5:20, and S P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS. Philadelphia for Bothlehem at 2°30 A. M. Philadelphia for Doylestown at 2°P. M. For Abington at 7°P. M.

For Abington at 7 P. M.

Boylestown for Philadelphia at 6 30 A. M.

Bethlehem for Philadelphia at 4 P. M.

Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at

Mann's North Pennsylvania Baggage Express

Office, No. 165 S. FIFTH Street.

ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE BAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West
Philadelphia:—

Lummacrinam:-				
	WESTWA	RD.		
MAIL TRAIN I	eaves Philade	alphla	9:20 P	M.
Dicited Address to	" Willian	nsport	7:30 A	M
	reives at Ewi	Designation of the latest of t	G-18 D	1
ERIE EXPRES	Classes Did	a de la la la la	S 10 L	211
ERIE EXPRES	5 leaves Phil	adetpuia	11.00 Y	a 21.
4.6		lamsport		
**	arrives at	Erie	10°00 A	. M.
ELMIRA MAIL	leaves Phila	delphia	8 00 A	. M.
46	* Willis	amsport	6:10 F	. M.
49		ock Haven		
	The state of the s	Section of the section of		1212000
AND ADDRESS OF THE PARTY OF	BABIWA	Italy.	Market A	
MAIL TRAIN	eaves Erie	**********	9,10 %	. M.
44	" Willian	nsport	8.10.1	. M.
MAIL TRAIN	arrives at Phi	ladelphia	6'10 /	. M
ERIE EXPRES	S leaves Eric		3.20 1	2. M
At	" Willi	amsport	4-25	A. M
11	arrives at 1	Philadelphia	1-20 1	P. M
ELMIRA MAII	leaves Lock	Haven	6.50	A. M
A STATE OF THE STA	William William	amsport	8:45	A 35
- 41	arrives at I	hiladelphia.	748	P M
BUFFALO EX	D. Januar Will	llamenort	10.00	5 34
BUFFALO EX	teaven will	nickerson.	E-10	A 24
		risburg		
	arrives at	Philadelphia	9.50	A. 20
Express East	connects at	Corry, Mail Er	rer arr a	COTT
and Irvineton	Express V	Vest at Irvin	eton,	WIL
trains of Qu Cr	nat and Aile	whenv River I	CIANT POUR	103.
		LERED L. T	YLER	L.
	G	eneral Supert	ntende	ant.
			-	-

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Administrator's Sale—Estate of Encs Tynon, deceased, HOUSEHOLD FURNITURE, MIRROR, BRUSSELS CARPETS, HORSES, CARRILAGE, WAGONS, ETC.
On Tuesday Morning.
September 21, at 16 o'clock, at No. 567 Diamond strees, opposite Germaniown Passanger Depot, a quantity of bousehold furniture, mirror, Brussels carpets, beds and bedding kitchen furniture, and also horse, light carriage, two sented wagon, milk wagon, saddle, sleigh, robe, harness, milk cans, etc.

SALE OF REAL ESTATE AND STOCKS. Sept. 21, at 12 o'clock noon, at the Exchange, will include:
VINK, No. 2011 Modern Residence.
ARCH, No. 211 Very valuable Store and Dwelling.
BROWN, No. 1215 Modern Residence.
TWENTY SECOND. No. 220 (South)—Genteel Dwell-

THERTY FIRST AND MARKET, S. W. corner Tavers and Dwelling.
WOODLAND, Nos. 3331 and 3333 Two Brick Dwellings.
STEVENS, No. 335, Canden Gentsel Dwelling.
EIGHTH, No. 435 Desirable Dwelling.
GASKILL, No. 335 Desirable Dwelling.
COATES, No. 325 Desirable Dwelling.
COATES, No. 325 Modern Residence.
GROUND RENT SW a year.
GREEN, No. 3351 Handsome Modern Residence.
RITTENHOUSE, Twenty-second ward—Stone Dwelling.

FRONT (South), No. 710—Tavers and Dwelling.
St-Ring Garden, No. 1917—Modern Residence.
BLEVENTH, No. 1814 (North)—Modern Dwelling.
ATLANTIC CITY, N. J.—Hotel, "Latona House."
WENTIRTH AND OXFORD, S. E. corner—Store a. d.

ATLANTIC CITY, N. J.—Hotel, "Latona House,"
TWENTIETH AND OXFORD, S. R. corner—Store
Dwelling.
WRFCKED BARGL—Benjamin D. Phillipa.

Estate of Samuel R. McClure, deceased —
Tebares National Bank of Northern Liberties.
Is shares Camden and Amboy Railroad.
Ill shares Lebigh Valley Railroad.
Ill shares Lebigh Valley Railroad.
Ill shares Second and Third Streets P. R. W. Co.
Io chares Mooris Canal and Banking Co.
For other Accounts—
fi shares Academy of Music, with tieket.
4 shares Seventh National Bank.
M shares Fupire Transportation Co.
Io chares Mornal Transportation Co.
Io chares Contral Transportation Co.
Io shares Seventh National Bank.
Si shares Huck Mountain Coal Co.
I chare Foolal Breeze Park.
Ill shares Common wealth National Bank.
So shares American Life Insurance Co.
Sincol Union Canal Bonds, Sc.
S Catalogues now ready.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 282 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. SALE OF 200 CASES BOOTS, SHORS, ETC., On Tuesday Morning, Sept. 21, at 18 o'clock, on four mouths' credit. 9 15 56

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS, On Thursday Morning, Sept. 23, at 10 o'clock, on four months' credit. 9 17 5¢ IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, EFC.
On Friday Morning.
Sept. 24, at 11 o'clock, on four months' credit, about 20 pieces ingrain. Venetian, list, hemp, cottage, and rag car petings, oil cloths, rugs, etc.

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

Sale No. \$29 Obe nut street.

HANDSOME WALBUT PARLOR, DINING ROOM,
AND CHAMBER FURNITURE, PIANO FORTE,
FINE FRENCH PLATE MIRRORS, HANDSOME
BRU-SELS AND IMPERIAL CARPETS, FINE
PLATE GLANS SHOW CASES, SUPERIOR FIRE.
PROOF SAFES, WALBUT OFFICE FURNITURE,
ETC. On Wednesday morning,
Sept. 22 at 10 o'clock, at the auction 100ms, No. 523
Chesnut street, by catalogue, very desirable Furniture,
etc. etc.

TRADE SALE OF HARDWARE AND CUTLERY.
Heavy and Shelf Hardware, Table and Pocket Cutlery
of every description, etc.
On Thursday Morning.
Sept. 23, at 10 o'clock, at the auction rooms, 529 Chesnut
street, by catalogue, a large and valuable assortment of
heavy and shelf hardware, table and pocket cutlery, 300
cozen of coal and meal sieves, shovels, hods, tools, saws,
Russel's American cutlery, Wade & Butcher's cutlery,
Rodgers' scissors, plated ware, fancy goods, etc.
Salo absolute. Terms cash.
9 16 6t

Sale absolute. Terms cash.

Sale at Line street and Haddonfield road, Camden.
THEVALUABLE COLLECTION OF CHOICE TREES,
SHRUBS, Green and Hot House Plants, etc., belonging
te John F. Starr, Esq.
On Thursday Morning,
Sept. 28, at 11 o'clock, at the Green and Hot Houses of
John F. Starr, Esq., Line street and Haddonfield road,
Camden, N. J., the rare and valuable collection of trees,
shrubs, green and hot house plants, of every variety,
Catalogues ready and the plants arranged for examination three days previous to sale.
Infermation regarding the plants may be had of Mr.
Robert Scott, Florist, No. 755 S. Nineteenth st. 9 16 80.

Sale No. 121 Erinker street.

THREE VERY SUPERIOR TURNING LATHES, EXTEA LARGE BORING AND TURNING LATHE, VISES, PULLEYS, SHAFTING, BELTING, PATTERNS, ANVILS, BELLOWS, TAPS, BORING BARS, MANDRILLIS, BOLTS, PORTABLE FORGE, WORK BENCHES, ETC.

25th inst, at 11 o'clock, at No. 121 Drinker street, between Arch and Race streets, and Second and Third sta., by catalogue, the entire Machinery and Tools of a Machine Scop.

925 5t THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sanson street.

ELEGANT Street, rear entrance No. 1107 Sansom street.

ELEGANT ITA: IAN MARBLE VASES, URNS. TAZZAS, STATUETTES, CARD RECEIVERS, FINE BRONZE AND GHT CLOCKS, ETC.

Sept. 21, at 10 o'clock at No. 110 Chesnut street, will be sold, by catalogue, a large and elegant assortment of now Italian marble goods, just imported by Signor Topi from Italian marble goods, just imported by Signor Topi from Italian marble goods.

Italy.

Also, an invoice of bronze and gilt eight-day clocks.

The goods will be open for examination all day on Monday, with catalogues.

Sale at No. 2021 Pine street.

WALNUT FURNITURE, SITTING, DINING ROOM,
AND CHAMBER FURNITURE, BRUSSELS AND
OTHER CARPETS, CHINA, GLASSWARE, ETC.

On Wednesday Morning.

Sopt. 25d, at 10 o'clock, at No. 2021 Pine street, will be sold the household furniture and carpets of a family declining housekeeping.

The turniture can be examined after 8 o'clock of the morning of sale. morning of sale. BY DAVIS & HARVEY, AUCTIONEERS to N. SIXTH Street.

Sale No. 2012 Green Street.

FLEGANT WALNUT DRAWING ROOM, DINING ROOM AND CHAMBER FURNITURE, FRENGH PLATE MIRROR RICH WILTON CARPET, FINE CHOICE INGRAVINGS, ETC.

On Thursday Morning,

September 23, at 10 o'clock by catalogue, at No. 2012 Green street, the entire elegant Furniture, comprising suit drawing room furniture, richly carved, made by Moore & Campion: four suits handsome walnut chamber furniture, walnut library furniture, easy chair and green reps lounges, very elegant walnut buffet and dining room furniture, large centre tables, fine mirror, fine engravings, hardeene Gothic hall set, rich Wilton carpet, fine Brusaels, Imperial and other carpelse, extra large feather bade, mattreees, cooking utensils, etc. The furniture was made to the distribution of the carpelse, extra large feather bade, mattreees, cooking utensils, etc. The furniture was made to the cooking with the complete of the carpelse, extra large feather bade, mattrees of the carpelse of the ca

HANDSOME MODERN RESIDENCE, NO. 2012
GREEN STREET, WITH SIDE YARD.
On Thursday Morning,
September 20. at 10 o'clock, on the premises, handsome
Modern Residence, with three-story back buildings and
lot of ground, situate on the south side of Green street, No.
2012. Full description in to-morrow's paper, and in handbills at the Auction Rooms. 9 20 St LIPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE 12:6 PACKAGES AND LOTS Foreign and Domestic Dry Goods, Hosiery Goods, Linen Goods, Handkorchiefs, Kid Gloves, Furnishing Goods, Millinery Goods, Hoop Shirts and Corsets, Fancy Goods, Notions, etc.

Goods, Notions, etc.

Also,
SPECIAL SALE GOVERNMENT GOODS.

Bo cases Government Clothing, crasisting of blue insatur trock coats, pants, cavalry jackets and pants, lined; blouses (new goods): blue and black overcoats, etc.

Also, 20 but 11 lb. United States blankets.

On Wednesday Morning.

Sept. 22, at 10 o'clock, on four months' credit.

9 20 26 1

C. D. MCCLEES & CO., AUCTIONEERS, BOOTTS ART GALLERY, No. 1026 OHESBUT

E ASTON & MCMASION MERCHANTS

SECULAGE AND COMMISSION MERCHANTS

No. 8 COENTIES SLIP, New York.

No. 18 SOUTH WHARVES, Philadelphia.

No. 45 W. FRATT Street, Baltimore.

We are prepared to ship every description of Freight to Philadelphia. New York, Wilmington, and intermediate Philadelphia. New York, Wilmington, and intermediate Philadelphia New York.