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Among the many questions relating to the ancient geography of Gaul, there is none, excepting that of Alesia, that has given rise to more bitter controversy than the true position of Bitrarts. tion of Bibracte, the capital of the Ædnans.

Casar makes mention of it several times in his Commentaries; about ten miles from its walls he obtained his first great victory over the Gauls, after which he marched his army straight into Bibracte for provisions and supplies of all kinds, it being the greatest and richest city of the Æduans.

After six years of hard fighting, when Gaul, conquered but not subdued, made a last effort to expel her invaders, the hostages of the dif-ferent conquered cities, carried away from Nevers, where Cæsar had assembled them, were brought to Bibracte and committed to the care of the chief magistrate of the city, which is, says the conqueror, one of the most important positions in Gaul. Shortly afterwards, the general assembly of the chiefs of Gaul was convoked within its walls, which, after having heard the explanations of Vercingetorix, the Arvernian, intrusted him with the command of the whole national forces. At the end of this campaign, after the victory of Alesia, Casar dispersed his lieutenants and his legions in different cantonments and returned to Bibracte in person, to dispense justice and govern the surrounding country.

This city, which witnessed from its ramparts one of the greatest massacres ever recorded by history; within whose walls the general affairs of Gaul were discussed and settled; where Casar, after his conquest. deemed it prudent to reside, and selected it therein to exercise the functions of sovereignty-this city has disappeared, and history is mute both concerning its abandonment and ruin, so that its very site, at the present

day, has become a problem.

Beauvray was long considered to be the modern corruption of the ancient Bibracte, but proof positive has since been produced that they both flourished at the same

The name of Monasterium Bibractense, the title of a small convent founded so far back as A. D. 1233, first attracted the attention of our most celebrated antiquaries; the result of extensive excavations made in the vicinity, and the study of the external features of the locality, appear to have settled beyond dispute that the ancient monastery occupies the centre of ancient Bibracte. The position, eminently adapted for defensive operations, is crowned by an enormous intrenchment. five thousand yards in length, fortified, externally and internally, by other earth-works, made by the hand of man; five entrances, leading to it, are to this day plainly visible, one of which is called the "Great Gates," approached by an ancient Celtic causeway; from the most elevated part of this enclosure, the Puy de Dome and Mont Blanc are both visible in fair weather. When the Emperor Napoleon III was composing his work on Julius Cæsar, he ordered a number of excavations to be made, which threw much light on points hitherto disputed. The only field of battle agreeing with Casar's description, where the two-thirds of the nation of Helvetii were slain, is situated in the vicinity of the monastery, and the measures taken to discover sites of interest, in accordance with his own descriptions, only tended to confirm the scientific world in the soundness of the old warrior's judgment and the veracity of his recitals.

In excavating the intrenchments referred to, traces of walls and houses were found throughout the whole space protected by them, exceeding altogether two hundred and fifty acres. In 1865, at the Parc-aux-Chevaux, the foundation of a wall with buttresses was cleared, measuring, in length, forty-eight yards; it surrounds a large construction, the use of which is still unknown, from which aqueducts diverge on every side, one of which, explored the length of one hundred and eighty yards, was found to pass underneath the foundations of several houses, some of which contained fragments of mosaics and frescos.

Other houses were opened up and examined, but contained only coal, nails, porcelains, bones, ashes, and a few medals; in pursuing these investigations, a large dwelling-house was exposed to view, composed of several apartments, floored with ornamental tiles.

One of them, five and a half by four and a half yards, rested on a hypocaust, the furnace of which and five pillars were still in place, the pavement being of mosaic in black and white bands.

The border was formed by great cubes of brick of quite an unusual character.

In an immense neighboring apartment, perhaps a court, the pavement, of artificial stone of Roman appearance, covered a double bed of crushed and broken amphoras, con-taining human ashes; one of the finest contained, besides, a wild boar's tusk, a broken iron ring, and, in the middle of the ring, a silver Celtic medal of Docirix.

These amphoras, of large size and beautiful form, are much superior in all respects to those found in Autun. This house, by an antiquarian whim, was

called Cæsar's winter house of Bibracte. In 1866 and 1867 the enclosure called Champlain was explored, and forty stone houses were uncovered, containing Celtic medals, bones, fragments of coal, ashes, potteries, etc., the most of which were built without any regard to lines or regularity. some of them having staircases to descend into them.

The apartments of these houses are very variable in size, but are most commonly from four to five yards by from six to seven yards, the thickness of the walls being half a yard. The discoveries of 1868 were almost entirely related to military constructions and industrial establishments. A main entrance was explored, flanked by two redans of great height, and commanded by them on the same

principle as the gates of our citadels by towers and bastions. Underneath the turf escarpments were found ditches and walls constructed, more Gallico, with stone and wood, the mouldering fragments of which still filled the holes in the stone made to receive the ends of the beams. About fifty nails, or iron pins, of excellent quality were collected, which had been used by the Gauls to fix the end of beams on the stones while strengthening their inferior

GENERALITIES.

mason-work.

Found her Level at Last.

The Great Rastern, which has proved a terribic elephant to her owners, seeins likely to find at last useful and remunerative employment, in laying telegraphic cables. There is no ship in the world, probably, comparable to her for this purpose. Having just finished successfully the laying of the French cable to America, she has been refitted and her large iron cable-tank put in order; and she began on the 28th of August to take in another cable, to be laid between Aden and Bombay. At last accounts she was taking in and stowing away the cable, at the rate of some forty miles of cable 2 day. It, as we judge, at least two thousand miles of cable will be required to unite these two important British ports in the East, it will require

nearly or quite two months to complete the work of receiving and stowing this cable in the Great Eastern, Aden furnishes two of the best harbors in Asia, just Aden furnishes two of the best harbors in Asia, just at the northwestern terminus of the Guif of Aden, where the Indian Ocean is united with the Red Sea by the straits of Bab-el-mandeb. It is therefore a most important point. It was so regarded by the Turks when in their glory; and was strongly fortified by them, about the middle of the leth century. But like other fortilied places of the empire, it was suffered to go to decay, until it was reduced to utter insignificance, and was sold to the fost lade (company to 1999). and was sold to the East India Company in 1839, for a stopping and coaling station for their steamers be-tween Bombay and Suez. The forthications have since been rebuilt, and it is gradually becoming a second Gibraliar. The completion of the Suez Canai will greatly enhance the importance of this British port in the Fast British port in the East; and a telegraph with Bom-bay, one of the greatest British commercial empo-riums of the East, has of course become a great desideratum.

desideratum. The Senson Thus Far. The Season Thus Far.

Up to this time, over 41,000 carloads of peaches, averaging over 309 baskets to the car, have come over the Delaware railroad, for New York and other Northern cities. 2,000,000 baskets by railroad alone is no trifle, and it is probable nearly an equal number were shipped by water. The railroad company has been peculiarly fortunate this year, as not a single car has been thrown from the track during the whole season, notwithstanding the large amount of shifting in making up the immense trains. Cars-leaded with necessary material to lay temporary tracks around any wrecks have been in waiting throughout the season, but have never been called

Parton's View of Morals. People who, on reading Mrs. Stowe's article on Byron, have felt great astonishment that the publi-cation should ever have been made, will be still more astonished at the new view of comparative morals on which the publication was advised by Mr. James Parton, Mr. Parton has written a long letter to the Tribune, signed with his own name, from which it Tribune, signed with his own name, from which it appears that he does not consider incest such a very bad crime after ail. In fact, according to his own language, he considers incest which costs nothing a virtue, compared with some more ordinary kinds of vice. Mr. Parton says—and we quote his own words:

—"Moore relates worse things of Byren than Mrs. Stowe has revealed. Compared with his beastly life in Venice, where he spent his wife's fortune on the lower grades of hariots, his incest soars to the rank of a virtuous attachment." There's morals for you!—

N. Y. Sto.

The Florida Indians. The Florida Indians.

The Indians are in council near the Big Cypress for the purpose of selecting a chief in the place of Tiger Tail, who some time since committed suicide by hanging himself, and for the purpose of selecting by hanging himself, and for the purpose of selecting a delegate to represent them in our State Legislature. They are the remnants of three tribes—Seminoles, Taliahasses, and Miccosukles—represented in the council, each having an aspirant for the chiefship, but the Miccosukles are the most numerous, and it is supposed that the chief will be selected from that tribe. The Taliahassees, who live on the headwaters of Peace creek, have dwindled down to thirty all told, six of whom are warriors, and the Seminoles are fast being incorporated with the Mic-Seminoles are fast being incorporated with the Miccosukies. From the best information we have there are not more than 125 warriors, including all males upwards of sixteen years of age, now remaining in Florida of the once powerful tribe which for seven years defied the authority of the United States.— Tampa (Fla.) Peninsula, Sept. 16.

SHIPPING. FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mass Steamers are appointed to sail as follows—
Caty or Paris, Saturday, Oct. 2, at P. M.
Etna (via Hahfax), Tuesday, Oct. 5, at 1 P. M.
City of Brooklyn, Saturday, Oct. 6, at 1 P. M.
City of Washington, Saturday, Oct. 6 at 1 P. M.
And each succeeding Saturday and alternate Tuesday from Pier 45, North Rivar.

RATES OF PASSAGE.

EY THE MAIL PTEAMER SAILING EVERY SATURDAY. FOR LIVERPOOL AND

from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL FTEAMER SAILING EVERY SATUBDAY.
Payable in Cold.
To London.
40
To London.
40
To Paris.
115
To Paris.
Passage BY THE TUESDAY STEAMER, VIA HALIPAX.
FIRST CABIN.
Payable in Currency
Liverpool.
Payable in Currency
Liverpool.
Payable in Currency
Liverpool.
SM
Halifax.
20
Halifax.
15
St. John's, N. F.
by Branch Steamer.
Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.
Tickets can be bought here at moderate rates by per sons wishing to send for their friends.
For further information apply at the Company's Office JOHN G. DALE, Agents, No. 15 BROADWAY, N. Y or to O'DONNELL & FAULK, Agents, 45
No. 41 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
COMPANY'S MAIL STEAMSHIPS
BETWEEN NEW YORK AND HAVRE, CALLING AT The splendid new vessels on this favorite route for the Jontinent will sail from Pier No. 50, North river, ever-

PRICE OF PASSAGE

CHARLESTON, S. C

THE SOUTH AND SOUTHWEST.

FAST FREIGHT LINE

The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley, WILL FORM A REGULAR WEEKLY LINE.

The steamship J. W. EVERMAN will sail on THURSDAY, September 30, at 4 P. M.
Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest, Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to

E. A. SOUDER & CO., DOCK STREET WHARF.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Sailing on Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES. Freight by this line taken at 12 cents per 100 pounds, cents per foot, or 1 cent per gailon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

Pier 19 North Wharves. B. N. Extra rates on small packages iron, metal, etc. PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THOUGH FREIGHT AIR LINE TO THE SOUTH AND WEST, EVERY SATURDAY, At boon, from FIRST WHARF above MARKET Street.

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railread, connecting at Portsmouth and to Lyachburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railread.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safely, and cheapness of this route commend it to the public as the most desirable medium carrying every description of freight.

No charge for commission, drayage, or any expense transfer.

Steamships insured at the lowest rates.

ransfer.
Steamships insured at the lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN OANAL
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUIOKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Marke
atreet, Philadelphia, and foot of Wall street, New York
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommodatin
terms.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia,
JAMES HAND, Agent,
15 S. No. 119 WALL Street, New York

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. O., via Chesapeake and Delaware Canal, with neetions at Alexandria from the most direct route for methourg, Bristol, Knexville, Nashville, Dalton, and the

Southwest.
Steamers leave regularly every Saturday at noon from th
first wharf above Market street.

Freight received daily
WILLIAM P. CLYDE & CO.,
WILLIAM P. CLYDE & CO.,
HYDE & TYLER, Agents, at Georgetown; M
ELDRIDGE & CO., Agents at Alexandria. NOTICE.-FOR NEW YORK, VIA

Delaware and Raritan Oanal, SWIFTSURE
TRANSPORTATION COMPANY,—DESPATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after
the 8th of March. For freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & OO.,
83

RAILROAD LINES.

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

FROM WAINUT STREET WHARP.

At 6-30 A. M., via Camden and Amboy Accom. . \$2-25
At 8 A. M., via Camden 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 630, 5, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco.

At 640 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Hiverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11-30 P. M. line leaves Market Street Ferry,

(upper side). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$8, 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 Petersel.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrislle and Tullytown. At 5-39 and 10-15 A. M., and 2-30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 Å. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via. Compension Fallway.

Via Connecting Railway.

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 1:30 P. M., Emigrant Line Fare, \$2.

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

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 9-30 A. M., S 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., S and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM RENSINGTON DEPOT.

At 7:50 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:50 A. M. and 3:50 P. M. for Scranton, Strondsburg, Water Gan, Belyidere, Easton, Lambertyille. At 730 A. M. and 830 F. M. for Scranton, Strongs-burg, 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. N. and 5 P. M., for Lambertville and in-

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, Halnesport, Mourt Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-

Vincentown, Birmingham, and Pemberton.

At 10 A. M., for 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. DENNSYLVANIA CENTRAL RAHLROAD.

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 be fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet. cars run within one square of the Depet.

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

Agents of the Union Transfer Company will call

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 176 Market street, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:-

Cincinnati Express... Etie Mail and Pittsburg Express....

Erie Mall-leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at So'clock. Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily except Sunday . except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

ı	Market street.	
١	TRAINS ARRIVE AT DEPOT, VIZ. :	
Ì	Cincinnati Express245 A. N	Œ
1	Philadelphia Express	ű.
þ	Erie Mail	Œ.
	Paoli Accommodation, 8'20 A. M., 4'05 and 6'35 P. M	Œ.
	Fast Line	
	Parkesburg Train	ď
	Lancaster Train	Œ
	Erie Express	Œ
	Day Express	
	Pacific Express8-25 P. M	ď
	Harrisburg Accommodation940 P. M	νĒ
	For further information, apply to	ē
	JOHN F. VANLEER, JR., Ticket Agent,	
	No. 901 CHESNUT Street	

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H, WALLACE, 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.

WEST CHESTER AND PHILADELPHIA RAILROAD.
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-45 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., and 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.

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. Pas-sengers to or from stations between West Chester sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7.25 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 4.35 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 us

cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8-00 A. M. Leave Philadelphia for B. C. Junction at 715 P. M.

Leave West Chester for Philadelphia at 7-45 A. M. and 4-45 P. M.
Leave B. C. Junction for Philadelphia at 6-90 A.
M. WILLIAM C. WHESLER,
4-105 General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
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.

arrives at Erie. ERIE EXPRESS leaves Philadelphia... Williamsport 11 50 A. 9 00 P. .10 00 A. M arrives at Erie. ELMIRA MAIL leaves Philadelphia S-00 A. M.
"Williamsport 6-10 P. M.
arrives at Lock Haven 7-30 P. M. EASTWARD.

 RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

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

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At 7:50 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P.M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harristurg, Potteville, Pinegrove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc. The 7:00 A.M. train connects at READING with The 130 A. M. train connects at READING with East Pennsylvania Railroad 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, Emira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at inter-

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 8*25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8*40 A. M. Returning, leaves Philadelphia at 4*30 P. M.; arrives in Pottstown at 6*40 P. M. READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5*40 A. M. and Reading at 7*30 A. M., stopping at all way stations; arrives in Philadelphia at 16*15 A. M.
Returning, leaves Philadelphia at 5*15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9*40 P. M.

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 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 6.20 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 Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3°15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4°25

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1 and 5-45 P. M.

PERKIOMEN RAILROAD.

Otherwise Lake 7-50 A. M. 4-30 and

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:20 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 connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 Å. M. and 1050 P. M., passing Readand 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 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 5:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 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 intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

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

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, discount, between any points designed, for families MILEAGE TICKETS .- Good for 2060 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS .- For three, six, nine, 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 Phadelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Tieket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all 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 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 4·25 A. M., 12·45 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

BAGGAGE.—Dungan's Express will collect bag-gage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8-30 A. M. (Sunday excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington
for Crisileid 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 4:90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, 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. and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 1:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate ware Railroad for Harrington and Methechack stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:25 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 7:25 P. M., Express; 7:25 P. M., Express; 7:26 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, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAHLROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 7.00 A. M. and 4.35 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 1.30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5.40 A. M., 9-25 A. M., and 2.30 P. M.

Trains leaving Wilmington at 6.30 A. M. and 4.15 P. M. will connect at Lamokin Junction with 7.00 A. M. and 4.36 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN BAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 3½, 3½, 4, 4 35, 5-05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12

P. M.

P. M.
Leave Germantown at 6, 7, 7%, 8, 8*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4 43, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8*20 down frain and 3% and 5% up trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9*15 A. M., 2, 4*05, 7, and 10%

Leave Germantown at 815 A. M., 1, 3, 6, and 9% P. M.

P. M.

CHESNUT HILL RAILROAD.

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

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 1:40, 6:40, 6:40, 8:40, and 10:40 P. M. 140, 540, 640, 840, and 1040

340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 945 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and
925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 7%, 9, and 1195 A. M., 1%,
8, 4%, 5, 5%, 6%, 895, 1095, and 11% P. M.
Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's
lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohooken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 0, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.

Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayank.

ON SUNDAYS.

ON SUNDAYS. CN SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

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

Hazleton.
At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch 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 11:30 P. M.

11:30 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 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 7-65 P. M. Fram Lansdale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and 3:10 P. M. From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

ON SUNDAYS.
Philadelphia for Bethlehem at 9/30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown 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. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY. SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Miliville, 8:15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, and all intermediate stations.
3-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro, 3:30 P. M., Passenger, for Bridgeton, Salem, and all

530 P. M., Woodbury and Glassboro accommodation.
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 Commutation tickets at reduced rates between Philadelphia and all stations.

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

GOVERNMENT SALES.

A U C T I O N S A L E HOSPITAL BEDDING, CLOTHING, DRESSINGS, ETC.
ASSISTANT MEDICAL PURVEYOR'S OFFICE, Washington, D. C., August 30, 1869.
Will be sold at Public Auction, in this city, on
TUESDAY, the 28th, day of September, 1869,
at Judiciary Square Depot, E street, between Fourth
and Fifth streets, at 10 A. M., a large quantity of
HOSPITAL PROPERTY.

consisting of Bedding, Clothing, and Dressings, among which will be found the following, viz.:— 3,000 Bed Sacks. 9,500 Blankets. 4,000 Gutta Percha Bed Covers. 4,500 Hair Pillows. 5,000 Linen Sheets. 15,000 Drawers. 25,000 Shirts.

3,000 Socks. 10,000 dozen Roller Bandages, Also, Napkins, Cotton and Woollen Tape, Picked Lint, Cotton Wadding, Red Fiannel, Saddiers' Silk, Linen Thread, 14,000 pounds Condensed Milk, 20,000 counds Beef Extract. All the above articles are new, and never have

been used. Catalogues, containing full particulars, ready ten lays before sale. Terms cash, in Government funds. Terms cash, in Government funds.
Twenty-five per cent, deposit required at time of sale, and all goods to be removed in five days.
CHARLES SUTHERLAND,
Assistant Medical Purveyyor, Brevet Colonei 923 4t

OVERNMENT SALE OF BONDED GOODS RE-maining in store over three years.
Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 5, 1869, at 11 o'clock A. M., viz.:—
Per barque "Frei," Gullas master, from Rotterdam
June 11, 1866—1 cask Gin, mark Palm Tree—C. Imported by George C. Carson & Co.
Per Outside Line, from New Bedford June 19, 1866—2 casks and three & casks Wine, mark W. D. Imported by William Derbyshire.
Per railroad line, from New York July 23, 1866—19
baskets Wine, mark S. S. N. Imported by S. S. Norcross.

eross.

Per steamer "Propontis," Higginson master, from
Liverpool August 6, 1866—13 baskets Champagne,
mark G. (H.) V. Imported by G. H. Vandyke & Co.
Per railroad line, from New York August 22, 1866—
Twelve J. ps. Brandy, mark A. W. Imported by A.
Wanger

Weniger.

Per brig "Matilda," Anderson master, from St.
Bartholomew August 28, 1868—4 barrels Lead Ore.
Imported by Janutche & Lavergne.

Per barque "Jupiter," Bradherring master, from
London September 21, 1868—16 dozen bottles Wine,
marks J. W. & Co. and P. K. Imported by Phil.
Schmidt.

HENRY D. MOORE,

SAMUEL C. COOK,

Collector of Customs SAMUEL C. COOK,

9 22 23 25 27 29 30-10 4 5 T

OVERNMENT SALE OF UNCLAIMED GOODS
of remaining in store over one year.
Will be sold at Godley's Bonded Warehouse,
GRANFI'E Street, on FRIDAY, October 8, 1869, at
11-30 o'clock A. M., viz.:—
Per brig 'S. W. Weish," Watson, master, from
Palermo, June 1, 1868, one value Clothing, mark G.
M. or A. N.
Per brig "George Berry," Bradley, master, from
Sagua, June 16, 1868, two demijohns Liquor.
Per barque "H. Gregory," Gregory, master, from
Genoa, June 30, 1868, three packages sample
Cottoff. Genoa, June 30, 1868, three packages sample Cotton.

Per schooner "Ralph Sonder," Crosby, master, from Hillsboro, September 4, 1868, one small package, mark E. Pennington, Jr., care of Medara & Cabada. Cabada.

Per brig "Bride," from Messins, January 27, 1868,
one box merchandise, addressed John Francis.

HENRY D. MOORE,

9 22 23 25 27 29 30-10 4 5 7

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOCKS. pt. 25, at 12 o'clock noon, at the Exchange, will in arch Street, No. 1834-Klegant Brown stone Rasi-

tence, 50 by 136 feet.

SPRUCE. No. 2802.—Elegant Residence and Large Lot.

VINE, No. 1837.—Modern Restilance.

SIXTH (North), No. 634.—Valuable Residence.

SIXTH (North), Nos. 16 and 18.—Two Five story Stores.

LOMBARD, No. 915.—Modern Residence.

THIRTY FOURTH and CHESNUT, Northeast cor
ner—Large and Valuable Lot.

COLUMBIA AVENUE, No. 1725.—Modern Dwelling.

ALLEGHENY AVENUE and MERUER STREET,

Nertheast corner—Valuable Lot.

TULPEROCKEN, Germantown — Modern Residence

and Large Lot. and Large Lot. FIFTH (South), No. 908-Genteel Dwelling and Large

ARCH, No. 2014 Modern Dwelling.
TENTH (South), No. 10 Hotel and Dwelling.
LOCUST, No. 311 Genteel Dwelling.
ELEVENTH and WALLACE, Northwest corner dodern Residence.
STATE, West Philadelphia Two Brick Dwellings.
GROUND RENTS - \$250 a year.
DELAWARE AVENUE, Nos. 14 and 16 - Lease of Stores and Piers.

THIRTY-NINTH (North), No. 62—Desirable Dwelling, FOURTH (North), No. 1119—Valuable Residence and

FOURTH (North), No. 1110—Valuable Residence and Factory,
BUTTONWOOD, No. 730—Modern Residence,
LANDS in Houghton, Marquette, and Ontonagon Counties, Michigan.
I share Philadelphia Library Co.
Sesson Ticket Arch Street Theatre,
66 shares Empire Transportation Co.
41 snares Southern Transportation Co.
15 shares National Bank of the Republic,
150 shares Locust Gap Improvement Co.
100 shares Socond and Third Streets P. R. W. Co.
100 shares Socond and Third Streets P. R. W. Co.
100 shares Catasanqua Manufacturing Co., Lebigd, Pa.
81000 New Jersey 8 per cent, bond, clear of taxes.
84000 Mocris Casai First Mortgage Bends,
Ten \$100 Bends Williamsport Water Co., 8 per cents,
coupons payable May and November.
50 shares Consolidation National Bank,
II shares Bank of North America.
Catalogues now ready.

Sale at No. 426 South Broad street.

ELEGANT FURNITURE, MIRRORS, FINE CARPETS, CURTAINS, FINE CHINA, CUT GLASS,
PLATED WARE, ETC.

On Wednesday Morning.

29th instant, at 10 o'clock, at No. 426 South Broad street.
(course of Lombard), the cutire furniture, comprising suit of rosewood drawing-room furniture, covered with brocatelle; rosewood inclosed ctageres; centre tables; walnut bookcase; French piate mantel and pier mirrors; walnut bookcase; French piate mantel and pier mirrors; walnut hall and dining-room furniture; sideboard; extension dining table; fine china dinner and toa ware; rich cutiglass; plated ware; mantel clock; fine ornaments; satin, delaine, and lace curtains; saperior walnut chamber furniture, large wardrobe, mirror deors; ladies' wardrobe; walnut conch; fine volvet, Brussels and Imperial carpets; oilclothe; sewing machine, etc.

Also, the kitchen furniture, refrigerator, etc.
Particulars in catalogues.

The cabinet furniture made to order by Moore & Campion.

May be examined the day provious to sale from Lto.

May be examined the day previous to sale from I to 5

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 223 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, ETC., On Tuesday Morning, Sept. 28, at 10 o'clock, on four months' credit. 9 23 5t

LARGE SALE OF BRITIPH, FRENCH, GERMAN.
AND DOMESTIC DRY GOODS.
On Thursday Morning,
Sept. 30, at 10 o'clock, on four months' credit. 9 34 5t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1419 Arch street.

KLEGANT HOUSEHOLD FURNITURE, LARGE FRENCH-PLATE MANTEL AND PIER MIRRORS, SUPERIOR ROSEWOOD PIANO-FORTE BY MEYER: RICH AXMINSTER AND STATUARY, CHINA, GLASSWARE, ETC.

On Tuesday Morning.

Sept. 28, at 10 o'clock, at No. 1419 Arch street, will be sold, by catalogue, the entire household furniture of a family going to Europe.

The cabinet furniture was made to order by Messrs. W. & J. Alleu, and has been in use but a short time.

Catalogues can be had at the suction store.

Catalogues can be had at the suction store.

The furniture can be examined at 8 o'clock on the morning of sale.

6000 PIECES WALL PAPER AT PUBLIC SALE.

At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, 6000 pieces of satin and plain hanging 927 2t C. D. MCCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS,
SHOES, BROGANS, ETC.
On Thursday Morning.
Sept. 30, at 10 o'clock, consisting to prime and seasonable goods from the best city and Eastern manufactories
N. B.—Sale every Monday and Thursday LIPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE OF 1250 PACKAGES AND LOTS Foreign and Domestic Dry Goods, Hosiery Goods, Linens, Hidkis, Kid Gloves, Millinery Goods, Paris Fancy Goods and Notions, Hoop Skirts and Corsets, etc. On Wednesday Morning, Sept. 19th, at 10 o'clock, on four mouths' credit. 9 27 2t

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor. Becott's ART GALLERY, No. 1026 CHESNUT

PAPER HANGINGS.

MACLE, COOKE & EWING, LATE WITH HOWELL & BROS.

FRENCH AND AMERICAN PAPER HANGINGS.

No. 1338 CHESNUT Street. GEORGE F. NAGLE. H. H. COOKE, late of firm of Howell & Brothers.

9 24 fmwlm

H. C. EWING.

BEAN & WARD. PLAIN AND DECORATIVE

PAPER HANGINGS. NO. 251 SOUTH THIRD STREET,

BETWEEN WALNUT AND SPRUCE. PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED

OOK! LOOK!! LOOK!!!-WALL PAPERS DOK. LOOK: LOOK: WALL PAPERS
and Linen Window Shades Manufactured, the
cheapest in the city at JOHNSTON'S Depot, No. 1933
SPRING GARDEN Street, below Eleventh. Branch, No.
307 FEDERAL Street, Camden, New Jersey. 255

NEW PUBLICATIONS. DHILOSOPHY OF MARRIAGE .-A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects—How to Live and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flattlence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia

WOODLANDS CEMETERY COMPANY ._

W OODLANDS CEMETERY COMPANY,—
The following Managers and Officers have been
elocted for the year 1889—
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Becretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot holders and Visitors to present tickets at the entrance
for admission to the Cometery. Tickets may be had at the
Office of the Company, No. 815 ARCH Street, or of any of
the Managers.

MORNY'S TASTELESS Fruit Preserving Powder, Is warranted to keep Strawberries superior to any know process, as well as other fruit, without being air-tight Price, 50 cents a package. Sold by the grocers.

ZANE, NORNY & CO., Proprietors.

No. North SECOND St. Philada C O R N E X C H A N G E
JOHN T. BAILEY.

N. E. corner of MARKET and WATER Streets.
Philadelphis. Philadelphia,
DEALEE IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Large and small GUNNY BAGS constantly on hand.

222
Also, WOOL SA KR.