#### ANNEXATION.

Spirit of the Canadian Press.

Brifit of the Canadian Press.

Brom the Toronto Telegraph.

It would surely, then, be wisdom on our part, even if we thought it would be to our material benefit to become so many States of the Union to wait for a time, and to see what the Union is permanently to be. If strife should revive between the North and South—as is only too likely to be the case—the chances are that New England—which is becoming chances are that New England—which is becoming every day more like old England—would seek annex-ation to us, in order to get the benefit of our mo-narchical system—the system of order and liberty combined, which has made the empire to which we belong the proudest, the freest, and the most power-ful that ever existed in the world. From the Toronto Globe.

It is idle to talk of independence before the conn-It is idle to talk of independence before the country asks for it, or is in a position to receive it. At the present time we have nothing in the world to gain by it, but have a great deal which we might lose. The defects is our commercial relationship can be remedied as well while we are a colony as in any other state, and it is mere folly to suppose that there is any magic in the fact of being an independent nation which will cause the United States to grant better terms than they now do. From Le Journal de Ouebec.

The organs of public opinion have been absorbed in one question which almost all discuss from the same point of view. With some exceptions, they denounce the project of some Utopians and apporties who try to bring about a new constitutional revolution before the consolidation of the new order of things has been terminated.

From the Courier de St. Hyacinthe. Mr. Huntington makes us lose confidence in his opinions, since he affirms without proving that the actual regime is prejudicial to us as concerns our relations with the mother country. Who furnished us with money to build the Grand Trunk and the other with money to build the Grand Trunk and the other works which have so much contributed towards the development of our wealth, if it be not English capitalists? Further, we have yet need of their help to bring confederation to a prosperous end. And who will protect our ships and commerce if we abandon the protection of the English flag. They reply, we will organize consulates. True, but that will probably cost us over a million of dollars annually. The question at present will be whether the English manufacturers do no damage to that extent. When Mr. Huntington can show that, we will see if it be wise to range ourselves under his banners. From the Volunteer Review.

We confess with a feeling akin to shame that there is in Canada a small class who would sell their birthright for a mess of pottage, who, forgetting the traditions of the old land, would fly to evils they know not of. These people forget that there is upon this North American continent a race which will not prove recreant to the fatherland; a race that cherishes its nationality along with its Christianity; a race that will not forget or ignore the history which records the proud deeds of its ancestors; a race which clings to the prond old flag, and will uphold it against all odds; which will and lightly resign British freedom for republican tyrniny. Here there is required, and thank God! we have, equal to the hour, men who will raise their breasts as bullwarks against the seething tide of fanatical liberalism—men who will not exchange positive good for negative advantage. On them we rely.

#### GENERALITIES.

"Old Fogylsm Rebuked," Under this caption the New York Republic edito-

rilly says:—
Philadelphia is paying the penalties of parsimonious expenditure in her public works. So inade-quate were the supplies of water for that city that she was compelled to require of the Schuylkili Navigation Company an entire suspension of business for more than a month, and, as a consequence, is menaced with a bill of damages amounting to \$400,000, with more of the same sort in prospect. This trouble having arisen from the neglect of Phila-delphia to anticipate and provide for the ne-cessities of a growing population, the news-paper oracles turn with deep reproaches upon those professed friends of economy and retrenchment who have heretofore declaimed retrenchment who have heretofore declaimed against all liberal projects as though they were extravagant jobs. Competent engineers decide that Philadelphia must have ample resources that supplies may be kept in reserve. New Yorkers have no lack of evidence concerning themselves that what in former years appeared like profligate expenditure in the administration of the local government, in more instances than one proves to have been indicative of a sagacious foresight. Measures which once we may have been prone to condemn are now readily conceded to be essential to the public weal. Thus "wisdom is justified of her children." Who is Responsible?

Who is Responsible.

Writes the editor of the N. Y. Commercial:—

We regret that Secretary Boutwell should have exposed himself to the censure of the better class of the business portion of the community by his tardiness in regard to the sale of gold. He was early enough advised of the programme of the gold consultators, and their determination to put my the enough advised of the programme of the gold comspirators, and their determination to put up the
price of gold, and obstruct the legitimate currents of
trade. He had the opportunity to make himself immortal, and he permited the opportunity to
pass. He could by timely action have
spared the country the disgrace which the
transactions of the past few days has
brought upon its commercial and financial standing.
He could have crushed out the financial vultures,
and driven them from "the street," by a simple
stroke of the pen. We regret that he had not the
courage to act. Had he done so he would have
avoided the suspicions that are abroad, and which
have no foundation in truth, to wit, that he was
used by the stock gamblers. We are quite sure that
all these insinuations are false. Somebody is responsible for having imposed upon the Secretary.
Who is it? The public must know.

Cowhiding a Preacher. The Louisville (Ky.) Courier publishes the following:-

There was preaching at the Jackson street church for colored people on Wednesday night. The Rev. Bro. Sneethan officiated. He took his text from the Holy Scriptures, but preached his sermon from what he pronounced the unholy character of two blooming daughters of his flourishing flock, who were present. These were Mrs. Mary Elliston and her daughter Irene. He held them up as an everlasting warning to all mankind, and declared that their path was a to all mankind, and declared that their pair was a broad one, and whosoever walketh therein shall surely fall among the brambles and be torn by the thistles. His audience was raised to the highest pitch of excitement. So were Mary and her daughter. The great exhortation was through with the hymn sung, and benediction pronounced, and all apparently serene. But alas for the creeds and circumstances of men! Two keen and cruel cowhides lurked, serpent-like, beneath the aprons of the ingred females. No sooner had the congregation dispersed and the preacher reached the sidewalk than they bounced him, and plied the cutting lash es with they bounced him, and plied the cutting lash es with a heroism worthy of the outraged feelings of two unprotected women. Dignity was nothing to stripes, and the long-coated gentleman, dropping his hymn-book, fled and sought protection of the police. The women were arrested and laid in jail for the rest of the night. They were brought before Judge Craig yesterday morning, and the reverend fellow, having two iron railings and several of the legal fraternity between himself and his beilicose children, exhausted all his innate eloquence in an attempt to convince the court that they deserved nothing less than hanging in thus disturbing the easy-going grace of his august personnel. Judge Craig couldn't countenance such an open rebellion, and, after saying something about the decline of nations and the sporadic and inconsiderate influences to which the cause could generally be traced, fined the women the cause could generally be traced, fined the women \$5 each and held them in \$200 to refrain from any

# Foreign Literary Items.

-Mr. W. Carew Hazlitt's collected edition of the works of the Devonshire poet, William Browne, is now completed in two small quarto volumes, the second and concluding one forming the fifth issue of the Roxburghe since its commencement in 1868. "The Poems of George Gascoigne," from the author's revised and genuine edition of 1575, will be the sixth volume in this series. George Gascoigne was a writer who, like Churchyard, belonged rather to the school of Surrey and Wyat than to that of Spenser and Shakespeare-he was a sort of connecting link between the two eras; and he has certainly hitherto remained almost inaccessible certainly hitherto remained almost inaccessible, owing to the rarity of the old editions of his poems. Gascoigne will be followed by Carew, for whom much has yet to be done; and so the Roxburghe Library will progress steadily, if slowly (and to a large extent irrespective of cost), until at all events all the books promised in the revised prospectus are in type.

-With regard to the extension of female edu-cation in India it is worthy of report, that in a monthly return of the number of native visitors monthly return of the number of native visitors to the India Museum of Calcutta, it appears that 1290 are females and 10,853 males. At Calcutta, a native gentleman has established a class, and given scholarships for the education of native women as midwives. Another class is to be established at Lucknow. established at Lucknow. A normal school for native ladies and girls has been already opened at Poona. At the Calcutta University two Hindoo ladies are going up for the matriculation examination.

#### SHIPPING.

FOR LIVERPOOL AND OURENSTOWN-Inman Line of Max Steamers are appointed to sail as follows — City of New York, via Halifax, Tuesday, Oct. 5, at 1 P. M.
City of New York, via Halifax, Tuesday, Oct. 5, at 1 P. M.
City of Brooklyn, Saturday, Oct. 9, at 9 A. M.
City of Washington, Saturday, Oct. 16 at 1 P. M.
And each succeeding Saturday and alternate Tuesday
rom Pier 45, North River.
RATES OF PASSAGE.

RATES OF PASSAGE.

BY THE MAIL FTEAMER BAILING EVERY SATUBDAY.
Payable in Cold.
Payable in Cold.
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FIRST CABIN.
Stop STEERAGE.

To London.
To Paris.
115| To Paris.
FASSAGE BY THE TUESDAY STEAMER, VIA HALLIVAY.
ETHERAGE.

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CARIN.
Payable in Geld.
Payable in Currency
Halifax.
15
St. John's, N. F.
by Branch Steamer.
Passengers forwarded to Havre, Hamburg, Bremen, stc. at reduced rates.
Tickets can be bought bere at moderate rates by per sons wishing to send for their friends.
For further information apply at the Company's Office JOHN G. DALE, Agent, No. 15 BROADWAY, N. YO'T to O'DONNELL & FAULK, Agents, 45
No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
BETWEEN NEW YORK AND HAVRE, CALLING AT
The splendid new ressels on this favority and the state of the state

splendid new vessels on this favorite routs for the nent will sail from Pier No. 50, North river, ever-PRICE OF PASSAGE in gold (including wine),
TO BREST OR HAVRE,

CHARLESTON, S. C

### THE SOUTH AND SOUTHWEST. FAST FREIGHT LINE

EVERY THURSDAY. 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 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 STEAMSHIE 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 gallon, ship's option. Ad-vance charges cashed at office on Pier. Freight received at all times on covered wharf. JOHN F, OHL,

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 noon, from FIRST WHARF above MARKET PHILADELPHIA, RICHMOND

At noon, from FIRST WHARE above MARKE.

Street.

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

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

The regularity safety, 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.

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 Nerfolk.

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York. tion between Philadelphia and New York.
Steamers leave daily from first wharf below Marke street, Philadelphia, and foot of Wall street, New York Goods forwarded by all the lines ruaning out of New York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms.

WILLIAM P. CILYDE & CO., Agents, No. 12 S. DELAWARE Avenue, Philadelphia, JAMES HAND, Agent.

5 35

No. 119 WALL Street, New York.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for ynchburg, Bristol, Knoxville, Nashville, Dalton, and the outbreast.

Southwest.
Steamers leave regularly every Saturday at noon from th
first wharf above Market street.
Freight received daily
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLEE, Agents, at Georgetown; M
ELDRIDGE & CO., Agents at Alexandria.
615

NOTICE.-FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY.—DES-The business by the company of the company o The business by these lines will be resumed on and after the 8th of March. For freights, which will be taken on

BONNETS, TRIMMINGS, ETO.

MRS. M. A. BINDER

ARTISTE DES MODES, 1101,

N. W. Corner Eleventh and Chesnut Streets.

This opportunity is taken to announce that I have just returned from Paris and London, with the latest FALL FASHIONS. These designs being personally selected and modelled from the greatest novelties, and trimmed in a superior style, will open

WEDNESDAY, SEPTEMBER 1, 1869,

With French and English Dresses, Cloaks, Mante-letts, Sleeves, and Children's Costumes, Robe de Chambre and Breakfast Oresses. Dress and Cloak Making in every variety.

Wedding Trousseaux furnished at short notice and Real Thread and Guipure Laces, Roman and Plain Real Thread and Guipure Laces, Roman and Frank Ribbons and Sashes.

Paris Jewelry, newest style of Jet, Gold and Shell, the rarest and most elegant ever offered. Hair Bands, Combs, and Regal Nets.

Dress and Cloak Trimmings, the most tasteful that are to be found in the French metropolis, wholesale

and retail.

Bridal Veils and Wreaths.

Kid Gloves, 75 cents and \$1.00 per pair.

Exclusive Agents for MRS. M. WORK'S celebrated system for Cutting Ladies' Dresses, Sacques, Basques, etc. etc.

3 6 stuths

CARRIAGES. GARDNER & FLEMING,

CARRIAGE BUILDERS.

BELOW WALNUT.

No. 214 South FIFTH Street.

A Large Assortment of New and Second-hand

CARRIAGES INCLUDING

Rockaways, Phretons, Jenny Linds, Buggier Depot Wagons, Etc. Etc., [3 23 tutha

For Sale at Reduced Prices.

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

#### 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

Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MCRNING ACCOMMODATION.

At 7:20 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, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Burialo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 730 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 815 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 HARRISBURG with Northern Central, Cumberland Valley and Schneikill and Sagnaharna trains for iey, and Schuylkill and Susquehanna trains for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$20 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.40 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 \$10 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.
Harrisburg Accommodation leaves Reading at
7:15 A. M. and Harrisburg at 4:10 P. M. Connecting
at Reading with Afternoon Accommodation sources. 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.

phia and all way stations. 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

CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 1245, and 4:30 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 Perkiomen Valley connect 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 1:05 A. M. and 1:50 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 ar-

rival of Pennsylvania Express from Pittsburg at 350 and 550 Å. M. and 1050 P. M., passing Reading at 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without charge.

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 5:10 P. M., returning from Tamaqua at 8:35 A. M.,

640 P. M., returning from Tamaqua at 835 A. M., and 215 and 415 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 5:35 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.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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, a reduced 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.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 297 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-

between any points designed, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, be tween all points, at \$52 50 each, for families and SEASON TICKETS,-For three, six, nine, or twelve months, for holders only, to all points, at re-

duced 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 Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteanth 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 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 435 A. M., 12-45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phi.adelphia Depot.
Orders can be left at No. 225 South FOURTH Street.

or at the Depot, THIRTEENTH and CALLOWHILI

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) Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington 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.

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 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 11'26 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 WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

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; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Charles.

Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 4 35 P. M.

The 7-90 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 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 740 A. M. and 430 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 seate Rooms and Bertins in Sceping Cars can secured during the day. Persons purchasing ticket at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

## 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.

New York and Way Places.

At 6:30 A. M., via Camden and Amboy Accom...\$2:25

At 8 A. M., via Camden and Amboy Express.... 8:00

At 2 P. M., via Camden and Amboy Express.... 8:00

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., 9, 3:30, and 4:30 P. M., for Trenton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco, At 6:30 and 10 A. M., 12 M., 3:38, 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,

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 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrislle and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Reddington.
At 730 and 10 15 A. M., 2 30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 30

shoming, Eridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEFOR.

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 Pare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Tranton. 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, Torresdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and

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

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strouds-

burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlettem, etc.
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, Musonville,
Hainesport, Mouat Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-ROADS. town, 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 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 Wainut 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 Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 961 Chesnut street, or No. 176 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Harrisburg Accommodation. 239 P. M.
Lancaster Accomm dation. 400 P. M.
Parkesburg Train. 530 P. M.
Cincinnati Express. 800 P. M.
Erie Mail and Pittsburg Express. 930 P. M.
Erie Accommodation. 11:00 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock.
Philadelphia Express leaves daily. Cincinnati

Express daily, except Saturday. All other trains daily, except Sunday.

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

Cured and Daggers

Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express. 245 A. M.
Philadephia Express. 620 A. M.
Philadephia Express. 620 A. M. 

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, 4 29 General Superintendent, Altoona, Pa.

CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA
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., 4-35 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., 7-49 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. Lungtion for Philadelphia 45-30 A. M. and 1-45 C. Junction for Philadelphia at 5 30 A. M. and 1 45

Train leaving West Chester at 740 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. 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. 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

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-00 A. M. and 230 P. M. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 745 A. M. nd 445 P. M. Leave B. C. Junction for Philadelphia at 600 A. WILLIAM C. WHEELER, General Superintendent. 4 105

Philadelphia and Eric Railroad.

On and after Monday, Sept. 6, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia.

920 P. M.
Williamsport.
730 A. M.
S15 P. M.

arrives at Erie. S-15 P.
ERIE EXPRESS leaves Philadelphia 11:50 A.
Williamsport 9:00 P.
arrives at Erie. 10:00 A. ELMIRA MAIL leaves Philadeiphia 800 A. M.
Williamsport 610 P. M.
arrives at Look Haven 730 P. M. arrives at Philadelphia. 1-20 P. M.
ELMIRA MAIL leaves Lock Haven. 6-50 A. M.
Williamsport. 8-45 A. M.
"Arrives at Philadelphia. 7-15 P. M.
BUFFALO EXP. leaves Williamsport. 12-20 A. M.
"Harrisburg. 5-10 A. M.
"Arrives at Philadelphia. 9-25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALL TYLER, FRED General Superintendent.

# RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 2, 3%, 3%, 4, 4 35, 5-95, 5%, 6, 6%, 7, 8, 9, 10, 11, 12

Leave Germantown at 6, 7, 736, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 436, 5, 556, 6, 636, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 336 and 536 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 8:15 A. M., 1, 3, 6, and 9%

CHESNUT HILL RAILROAD. CHESNOT HILL RATIROAD. 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, 8-40, 5-40, 6-40, 8-40, and 10-40 P. M.

840, 540, 640, 840, and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia at 345 A. M., 2 and 7 P. M.
Leave Chesaut Hill at 740 A. M., 1240, 540, and
945 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 7%, 9, and 1145 A. M., 1%,
3, 4%, 5, 5%, 6%, 8408, 10408, and 1146 P. M.
Leave Norristown at 640, 6%, 7, 7%, 9, and 11 A.

M., 1%, 3, 4%, 6%, S, 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 Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ Leave Norristown at 7 A. M., 1, 556, and 9 P. M. Leave Nortistown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,

136, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.

Leave Manayank at 6:10, 7, 7%, 5:10, 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 Manayunk.

ON 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. E. WILSON, General Superintendent,

Depot. NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, 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: cepted) as follows:—
At 7:45 A. M. (Express) for Bethlehem, Allentown,
Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, and Tunkhannock,
At 9:45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Railronds. At 145 P. M. (Express) for Bethlehem, Easter, At 5 00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 445 P. M.

For Fort Washington at 645 and 1045 A. M., and For Abington at 1.15, 3.15, 5.20, and 8 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 825 A. M., 455 and 705 P. M. Fram Lansdale at 730 A. M. From Fort Washington at 929, 1035 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

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. ON SUNDAYS.

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, Millville,

Vineland, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Milville, Vineland, and way stations below Glassboro.

3-30 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 5:30 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 Walnut 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.

COVERNMENT SALES.

GOVERNMENT SALE OF BONDED GOODS RE-M maining in store over three years.
Will be sold, at Godley's Bonded Warehouse,
GRANITE Street, on FRIDAY, October 8, 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. ported 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. Nor-

eross.

Per steamer "Propontis," Higginson master, from
Liverpool August 6, 1866—13 baskets Champagne, Liverpool August 6, 1866—13 baskets Champagne, mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 29, 1866— Twelve ½ ps. Brandy, mark A. W. Imported by A.

Per brig "Matilda," Anderson master, from St. Bartholomew August 28, 1866—4 barrels Lead Ore, Imported by Janutche & Lavergne. Per barque "Jupiter," Bradherring master, from London September 21, 1866—16 dozen bottles Wine, marks J. W. & Co. and P. K. Imported by Phil.

HENRY D. MOORE, SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7

G OVERNMENT SALE OF UNCLAIMED GOODS remaining in store over one year. A remaining in store over one year.

Will be sold at Godley's Bonded Warehouse, Will be sold at Godievs Bothold Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11 30 o'clock A. M., viz.:— Per brig 'S. W. Welsh," Watson, master, from Palermo, June 1, 1868, one vallee Clothing, mark G. M. or A. N. Per brig "George Berry," Bradley, master, from Sagua, June 10, 1868, two demijohas Liquor. Per barque "H. Gregory," Gregory, master, from Genoa, June 30, 1868, three packages sample

Per schooner "Ralph Souder," Crosby, master, from Hillsboro, September 4, 1868, one small package, mark E. Pennington, Jr., care of Medara & Per brig "Bride," from Messina, January 27, 1868.

one box merchandise, addressed John Francis, HENRY D. MOORE, Collector of Customs. SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7 Auctioneer.

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; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc., Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of \$\frac{1}{25}\$ cents, by addressing \$W\$. A. LEARY, Ju. \$\frac{1}{25}\$. S. C. corner of FIFTH and WALNUT Streets, Philadelphia.

EXCURSIONS. DALLY EXCURSIONS TO BEverly, Burlingten, and Bristol, by the steamboat JOHN A. WARNER. Leaves Philadelphia, Chesnut street wharf, at 2 and 6 o'clock P. M. Returning, leaves Bristol at 6 80 o'clock A. M. and 4 o'clock
P. M. Stopping each way at Riverten, Torresdale, Andalusia, Beverly, and Burlington. Fare 25 cents. Excur7 8 3m. DAILY EXCURSIONS TO BE-

WOODLANDS CEMETERY COMPANY .-W CODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1889:
William H. Moore, Samuel S. Moon, Gillies Dallett, Edwin Groble,
Secretary and Treasurer, JOSEPH R. TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 ARCH Street, or of any of the Managers.

DR. KINKELIN CAN BE CONSULTED ON 8. No. 33 S. ELEVENTH Street.

AUGTION SALES. M. THOMAS & SONS, NOS. 139 AND 141

Sale No. 306 South Tenth street.

Kapate of Thomas L. Evans, decoased.

NEAT HOUSEHOLD FURNITURE, CARPETS,

CHANDELIERS, ETC.

On Friday Morning.

Oct. 1, at 10 o'clock, at No. 306 South Tenth street, by catalogue, by order of Executors—Walnut parlor furniture; centre and boquet tables; walnut hall, dining-room, and sitting-room furniture; China, glass, and plated ware; extension table; mahogany and cottage chamber furniture; hair mattresses; bolsters and pillows; has velvet, Boussels and ingrain carpets; chandeliers; kitchen furniture, etc.

GERMAN FLOWER ROOTS.

On Saturday Morning,

At 11 o'clock, one case, comprising a general assortment
Hyacinths, Tulips, Crocus, etc., from L. Roozen, Haariem,
Catalogues now ready.

[9 30 3t. BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 352 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SPECIAL AND PEREMPTORY SALE OF 10,000 DOZEN COTTON HOSIERY AND GLOVES.

The importation of Messas, Meyer & Dickinson, On Friday Morning.

October 1, on four months' credit, at 10 o'clock, em-Full lines wemen's white, brown, colored, and mixed cotton bose, plain to full regular.

Full lines men's white, brown, colored, and mixed cotton bose, plain to full regular.

Full lines men's white, brown, and mixed cotton half bose, plain to full regular.

Full lines boys, misses', and children's white, brown, mixed, and faincy hose, '5 and '5 hose.

Full lines men's, women's, and children's silk, lisle, and Berlin gloves, cloth gauntlets and half gauntlets.

N. B. The above sale will be found specially attractive, as the entire lot will be sold without reserve.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, Oct. 1, at 11 o'clock, on four months' credit,

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. Oct. 4, at 10 o'clock, on four montas' credit. 9 28 5t SALE OF 2000 CASES BOOTS, SHORS, ETC., Oct. 5, at 19 o'clock, on four months' credit. 9 29

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, 130, 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 110 Chesnut street.

Sule at the Auction Store, No. 110 Chesnut street.

SUPERIOR HOUSEHOLD FURNITURE, ROSE.
WOOD PIANO-FORTES, 6 large Mantel and Piec Glasses, 50 New and Second-hand Carpets, 12 Canes of Stoffed Birds, 4 Fine Double Barrel Guns, Small Fire-proof Safe, Feather Beds and Bedding, Engravings, Chandelers, China and Ghaseware, Stoves, etc.

On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of new and second-hand furniture, comprising parlor suits, covered with volvet, brocatelle, reps, and haircloth; walnut chamber suits of all styles, finished in oil, with wardrobes to match: walnut and oak diming-room furniture; about 16 mantel, pier and chamber glasses, with walnut and gilt frames; about 50 new and second-hand carpots of all kinds; hair and apring mattresses; beds and bedding; chandeliers, engravings, china and glassware, stoves, etc.

12 CASES OF STUFFED BIRDS AND 3 DOUBLE-BARREL GUNS,

At 1 o'clock will be sold, 12 cases of stuffed birds and 3 fine double-barrelled guns.

FRAMED ENGRAVINGS AND CHROMOS Aks. fine double-barrelled guns.
FRAMED ENGRAVINGS AND CHROMOS.—Also, an invoice of framed engravings and chromos.
9 29 21

C. D. McCLEES & CO., AUCTIONEERS, LARGE AND ATTRACTIVE SALE OF BOOTS, SHORS, BROGANS, ETC.
On Monday Morning.
Oct 4, at 10 o'clock, including a large and desirable line of city-made goods. N. B. Sale every Monday and Thursday. [9 30 3t LIPPINCOTT, SON & CO., AUCTIONEERS

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

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIR & LEVY,
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER.
MAKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressure, Iron Boilers, water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully propared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and stinds,
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done as the above business.

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

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are pro

ided with shears, blooks, falls, etc. etc., for raising heavy JACOB C. NRAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND
WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and
Raliroad Stations, etc.
Retorts and Gas Machinery of the latest and most
improved construction.

improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Of Steam Trains, Defecators, Filters, Pumping Engines of gines, etc.
Sole Agents for N. Billenx's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Drain-4 306

CIRARD TUBE WORKS JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

WORKS. TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

GENT'S FURNISHING GOODS. THE FOUNT OF FASHION. GENTS' FURNISHING STORE.

MRS. MINNIE OUMMINGS has opened the abovenamed place, at No. 119 South EIGHTH Street, where centlemen can find everything in their line. The best fitting SHIRTS in the city, ready-made or Purchasers of twelve articles receive the thirteenth as a

UMBRELLAS TO HIRE for 25 centa. Handkerctiefs hemmed free of charge. Polito Salesladies in attendance.

A call is respectfully solicited and satisfaction guar-

MINNIE CUMMINGS. DATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO., No. 706 CHESNUT Street. FINE DRESS SHIRTS

> AND GENTS' NOVELTIES.

J. W. SCOTT & CO., No. 814 CHESNUT Street, Philadelphia, 5 275rp Four doors below Continental Hotel.

NOW IS THE TIME TO CLEANSE YOUR HOUSE, WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER

Is unequalled for sorubbing Paints, Floors, and all house hold use. Ask for it and take no other.

W. H. BOWMAN, Sole Agent,
W. H. BOWMAN, Sole Agent,
No. 1156 FRANKFORD Road. A LEXANDER G. CATTELL& CO. PRODUCE COMMISSION MERCHANTS.

NO. 27 NORTH WATER STREET,
PHILADELPHIA
2 223
ALEXANDER G CATTELL.