Foreign Items.

-Mr. W. W. Skeat's edition of Chaucer's "Bred and Mylk for Chyldren," a treatise on the "Astrolabe," for the Early English Text Society, will not be ready till next year.

-Among other causes of depopulation devastating Polynesia, and threatening the early extermination of the natives, is the great spread of leprosy. It is now infesting Mani, in the Hawaian group, and the Marquesas Islands, and there is fear of its being propagated among the crews of American and other trading vessels; so that it may spread among other populations.

—There is now preparing for publication in England a work by General Garibaldi. The theme, if not the title, is "Rome in the Nineteenth Century." It is understood to be a ropular book, and one which will throw some light upon many matters which have hitherto been but partly seen or quite concealed. The General's great ambition now being to assist in the education of Italy, we may expect in it some information respecting the reasons for the need of education in a country which was once one of the lights of the world

-Messrs. Macmillan & Co. will shortly publish "The History of the Life of Albert Durer, with a Translation of his Letters and Journal, and some Account of his Works," by Mrs. Charles Heaton. This work will be illustrated by reproductions, by the autotype (carbon) process of photography, of many etchings by the artist, including "Melancolia," "The Knight, Death, and the Devil, "St. Jerome Reading," "The Produgal Son, the limestone carving which is styled "The Naming of St. John the Baptist," etc.

-The burial of Lady Palmerston in Westminster Abbey was in fulfilment of the condition on which she consented to Lord Palmerston being buried there, viz., that her own remains should be placed by his side. The statement which has appeard that Lord Russell was the last visitor whom Lady Palmerston received at Brocket, and the last person with whom she had lengthened conversations, is true. The visit was proposed by Lord Russell, who desired to confer with Lady Palmerston as to the memoir from Lord Pal merston's papers on which Sir Henry Bulwer s engaged, and the conversation during the interview chiefly referred to this subject, which must be one of great interest to the

-There cannot be a doubt that the system of official candidates, which has created a great outcry in France, is bad, and must be The supporters of the Imperial Government rely on the retort that they did not originate the system, but found it in existence. That is no defense; still it is perfectly correct to say that a good number of the abuses which are rampant under Imperial rule were sanctioned, if not originated, under the republic. There has just now been raked up and published a letter of Citizen Jules Favre, dating from the office of the Minister of the Interior, and addressed to the commissaries of the republic in the departments, in which he insisted that the candidature of M. Thiers was to be opposed "by every means possible," and that the said commissaries were expected by the Provisional Government to fight might and main against the election of all candidates who belonged to the ministerial majority under Louis Philippe.

-There is being privately circulated in England the prospectus of another forthcoming weekly periodical for Freemasons. Among the matter promised is "The True History of Freemasonry, tracing its foundation to the Shepherd Kings." Considering that other and other correspondents are seeking to find out who they were-the attempt is ambitious. It is only lately a worthy brother connected Freemasonry with the Cuneiform inscriptions; but as the said inscriptions obstinately refused to be read by him, and nobody who could read them would give the interpretation wished, this discovery has collapsed. In the last century, Joseph Balsamo, as Count Cagliostro, found no difficulty in persuading the ignorant among the Freemasons in France that he possessed Eygptain records of Freemasonry; and this before the hieroglyphics had been interpreted! It is an instructive comment on the vitality of impostors and dupes among the semieducated that another Egyptian Freemasonry was started in France in this century, and is not yet extinct.

-The Pall Mall Gazette says:-It is a mistake to talk or write of the wife of Lord Byron, the poet, as Lady Noel Byron. Her designation was Lady Byron. It is the habit of peers on succeeding to a fortune entailing the assumption of a name to prefix that name in their signature to their title. Thus the late Duke of Portland used to sign himself Scott Portland. In a newspaper correspondence with Sir Charles Napier the latter through ignorance believed that he was car-

rying on a controversy with a Mr. Scott Port-

land. The late Marquis of Salisbury, in like manner, used to sign himself Gascoyne Salisbury, and Lord Ellesmere Egerton Ellesmere. Noel was the name attached to Lady Byron's fortune, and according to precedent her husband prefixed that name to his title in signatures. Byron, however, can no more be designated as Lady Noel Byron than we could say the Duke of Scott Portland, the Marquis of Gascoyne Salisbury, or the Earl of Egerton Ellesmere. While on the subject, it is curious to trace the change that has taken place in the pronunciation of Lord Byron's name. When at school, and even later, the French pronun-

ciation was given to the y. The y was pro-nounced not as the y in syren, but as the y in syringe, as though the name were written So to the last used it to be pronounced by his old schoolfellow the late General Sir Robert Garrett. Another schoolfellow still surviving, Baron Heath, the Consul-General of Italy, might, if appealed to, con-

is abundant evidence. -Among the phenomena of change re-

ported from India the press is engaged with the spectacle of dancing Indian kings. The Maharajah of Jeypore, of ancient lineage and large dominion, gave a ball at Simla, where he danced with the Countess of Mayo; while in the South the Guicowar of Baroda has been enacting a like part. The Maharajah of Puttials is expected to rival him of Jeypore on an early day. All these princes are Hindus and not Mussulmen. The Mussulmen of Turkey have already attained to dancing, and we may say there have been some few Mus-limeh also. The old and the new strangely mix in these times of transition. The Guicowar beat the northern king, for he danced in four sets of quadrilles instead of one alone, and also in the Lancers and Varsovienne. He provides for his guests elephant and rhinoceros fights, for which there is full provision at Baroda. Some incidents of these performances are not perhaps revealed, namely, the demeanor of the ladies at home on the return of their lords. There is a characteristic story of a Governor-General in Turkey, who had given a ball in his palace, and, as customary, a lady of the Consular corps was

requested to receive the company. The Governor-General thought it his duty to his European and Levantine guests to give his arm to the lady, a handsome one, while walking round the rooms. This being perceived by the Khanum, from her adjoining apartments, she received the champion of civilization with a box on the ears at the earliest moment of his arrival within her reach; the arm-inarm detail not having been within her ac-

cepted programme. The Grand Duchy of Mecklenburg-Schwerin is now the only country in Europe, except Russia and Turkey, which has no representative assembly, and where the Government is not obliged to publish a budget. A striking consequence of this state of things is the number of unnecessary and highly paid officials. The Grand Duchy has only 550,000 inhabitants, yet there are three court chamberlains, four ministers, about a dozen "ministerial councillors," five "chamber "ministerial councillors," councillors," and several dozens of "gentlemen of the chamber." Though it furnished a contingent of only 4000 men to the Bund. it has three lieutenant-generals, three majorgenerals, and more than twenty colonels, lieutenant-colonels, and majors on its half-pay

-A German weekly paper contains the following eccentric announcement of a death by a bereaved husband:-

"To-day red, to-morrow dead," so it was with my wife, who only eight days ago was P. M. jumping over tables and chairs, yesterday all that was mortal of her was interred. She was during her marriage a lively woman, with whom one had to mind one's P's and Q's: therefore my sorrrw may be imagined. So young, so festive, and already buried! What is human life, said I repeatedly to myself all these days and again yesterday in the churchyard, when I paid the sexton, who will keep the grave in order. I shall certainly never find so cheerful a wife again; therefore my sorrow is just. I wish Heaven may keep every one from so sad a fate, and I thank for the floral decorations, as also the choirmaster for the funeral chant which went through and through me, but was very well performed.

-The reprinting of rare and valuable works of early English literature is being prosecuted with great enthusiasm by a num ber of clubs, as well as private individuals. The reproduction of the exact texts of manuscripts and early editions-many of them unique-that have for centuries been buried in public and private libraries, is a service that cannot be too highly estimated by students of the language, and any attempt to bring these treasures within the means of ordinary purchasers is entitled to hearty comon and encouragement. The series of English Reprints edited by Mr. Edward Arber is particularly worthy of the regards of book buyers, not only because of the intrinsic merits of the works themselves, but on account of the very low price at which they are published. The series includes such books as Sir Thomas More's "Utopia;" Milton's pamphlets on the liberty the press; Roister Doister, the first English comedy, by Nicholas Udall; Ferrex and Porrey, the first English tragedy; Stephen Gosson's "School of Abuse: Sir Philip Sidney's "Apology for Poetry;" John Selden's "Table Talk;" the Duke of Buckingham's "Rehearsal;" John Lyly's "Euphnes;" Roger Ascham's "Schoolmaster" and "Toxopholus;" George Puttenham's "Art of English Poetry," and many others of equal value and interest. These works are carefully printed from the earliest texts, which the editor has endeavored to re-Masonic inquirers can barely grope their way among the guilds of the Middle Agos—and that, as to the Shepherd Kings, Dr. Beke makes any pretense to an English philological course. The great drawback to the extensive circulation of such books as these has been the expensive style in which they are issued. Mr. Arber's series, however, is, for the most part, in sixpenny and shilling volumes, which are thus placed within the reach of all; and the main difficulty in the way of a general study of the early literature of the English language is, in a great measure, done away with.

-The publication of Admiral Persano's memoirs has excited a very spirited discussion in the Italian press between the supporters of Count Cavour and the followers of Garibaldi. Admiral Persano, with a zeal which possibly Cavour himself might not thoroughly have approved, has published documents to show that the great statesman lent every aid and support to the Garibaldian expedition to Sicily. While maintaining the semblance of amicable relations with the Government, and having an accredited minister, the Marquis of Della Marina, at the Court of Naples, Cayour was instructing the admiral in command of the Sardinian fleet to succor Garibaldi in every possible way, and to convey to him the warmest congratulations on his success and every assurance of personal sympathy. Not impossibly feeling that these evidences of support might in a measure detract from the fame of those miraculous feats which, with a mere handful of followers, Garibaldi accomplished, and jealous that any part of his merited glory should be ascribed o another, Garibaldi has been led to write a etter to the press, in which he endeavors to show that he met nothing from the Turin Cabinet but coldness and obstruction, and that until his success had become a great and indisputable fact, the action of the Government never rose to anything more favorable than lukewarmness. He instances as a proof of this all the difficulties opposed to his obtaining the arms which the patriotism and liberality of private citizen had placed at his disposal, and shows that the expedition was almost "starved into failure." To this assertion the Deputy Giuseppe Finza has now replied in a long letter to the Opinione, demonstrating clearly that Cavour was opposed to all his colleagues, more or less, in his policy as regarded Gari-baldi; that he conceded to the expedition all the support and aid it was possible to firm the statement, for which, however, there accord it consistent with the attitude he was bound to maintain towards the Neapolitan Government, and that in fact it was Massimo d'Azeglio who so strenuously opposed the concession of the arms stored in the St. Teresa Palace at Milan, from the dread lest "these weapons might ultimately find themselves in very different hands from those of Garibaldi's followers." It is a curious discussion throughout, and not the least strange part of it is the pains taken by the admirers and followers of Cavour to show how strenuously and warmly he supported that expedition, whose existence he was persistently ignoring to Count Lutzoff, the Neapolitan envoy at Turin, and steadily assuring the Ministers of other foreign Courts that he was in no way associated with its intentions. If Garibaldi at the time might have chafed under the impediments which menaced the whole expedition, with the experience of eight years he might surely have gathered that Cayour did all that he dared do, and

> compatible with good faith or loyal dealing. WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

> more, perhaps, than some would allow to be

RAILROAD LINES.

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

Canadas.

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

At 730 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, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 130 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, ctc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Nor-thumberland. Williamsport, Vork Chemberland. mberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Roading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Potistown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning; leaves Philadelphia at 4:30 P. M.; arrives in Potistown 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 at a state at a state at all at a state at a state at all at a state at a A. M., stopping at all way stations; arrives in Phila-delphia at 18-15 A. M. Returning, leaves Philadelphia at 5-15 P. M.; ar-

rives in Reading at 8 P. M., and at Pottsville at 9-49

P. M.
Trains for Philadelphia leave Harrisburg at 8:10 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 south at 6:30 P. M., arriving in Philadelphia at 2:15 P. M.
Market train, with a passenger car attachen. pages Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting it Reading with accommodation train for Philadel

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4-25

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

Passengers for Schwenksville take 7:30 A. M. and :30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A. M. and 1 P. M. Stage schwenkstille aloos and State. M. and I 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.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12:35 A. M. and 1:45 and 10:02 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Religions Express training and Northern Central Religions.

nia and Northern Central Railroad Express for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., and arriving at New York at 10 A. M. and 11:45 and 10:20 P. M. Sieeping 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.

Trains leave Pottsville at 630 and 1130 A. M., and 650 P. M., returning from Tamaqua at 835 A. M., and 2:15 and 4:50 P. M

and 2:15 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3:55 A. M. and 3:20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for
Pinegrove and Tremont, returning from Harrisburg
at 7:35 and 11:50 A. 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 Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta trops by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. dis-

between any points designed, for families MILEAGE TICKETS .- Good for 2000 miles, beween all points, at \$52 to 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 Ticket 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 places of the read and the best of the principle. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 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 CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-

will leave Depot corner Broad street and Washington avenue as follows:

Way Mail Train at \$30 A. M. (Sunday excepted), for Baithmore, 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.

Express Train at 4.90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Ciaymont, Wilmington, Newport, Stanton, Newark, Eikton, 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, Eikton, North-Bast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will

And Magnolia.

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

WILMINGTON TRAINS.

WILMINGTON Philadelphia and

Stopping at all stations between Philadelphia and Wilmington.

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

ware Rainfoad for Harrington and intermediate 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 bundays excepted.

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

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, 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 to A. M. and 4 35 P. M.

The 7-30 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 540 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 T-90 A. M. and 4-30 P. M. Trains for Baltimore Central R. R.

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

El. F. KENNEY, Superintendent.

RAILROAD LINES.

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

FROM WALNUT STREET WHARP.

At 6:20 A. M., via Camden and Amboy Accom... \$2:25

At 8 A. M., via Camden and Amboy Express... 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, 3:20, and 4:20 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, Barrington, Beverly, and Delanco.

At 6-38 and 10 A. M., 12 M., 8-30, 4-80, 6, 7, and 11-20
P. M., for Edgewater, Riverside, Riverton, Palmyrs, and Fish House, and 2 P. M. for Riverton.

The 11-36 P. M. line leaves Market Street Ferry, (upper side), FROM EENSINGTON DEPOT.

FROM EENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 7:50 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 Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Corpwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations. PROM WEST PHILADELPHIA DEPOT.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:20 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for 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 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 Chesunt, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesunt 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 , M., 8 and 12 P. M. lines, BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:50 P. M. Line connects direct with the train leaving Easton for Manch Church with the train leaving Easton for Manch Church with the train leaving Easton for Mauch Chunk, At 11 A. M. and 5 P. M., for Lambertville and in-

termediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-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, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Egypt, and Hornerstown.

At 7 A. M., 1 and 330 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

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

TRAINS LEAVE EPOT, VIZ. :-Lancaster Accomm dation..... Parkesburg Train.... Cincinnati Express......
Eric Mail and Pittsburg Express..... Erie Accommodation... Philadelphia Express, 12 night.

Philadelphia Express, 12 night.

Eric 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 procured and baggage delivered by S.P. M. at Notineed and S.P. M. at

Parkesburg Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Erie Express 6:10 P. M.
Day Express 13:0 P. M.
Pacific Express 8:25 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. - FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanov City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BEHKS and AMERICAN Streets, daily (Sundays ex-

epted) as follows:— At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Eastor, March Pitiston, Scranton, and New Jersey Central and Morris and Essex Railroads. Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

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

1 50 P. M. For Abington at 1 15, 3 15, 5 20, and 8 P. M. For Lansdsle at 6 20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.

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. 165 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at Salem, Mail, for Bridgeton, Salem, Millville, Salem, Millville, Vineland, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro, and way stations below Glassboro, Salem, and all intermediate stations. intermediate stations, 5:58 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadel-phia 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, Superinter, dent.

eptember 10, 1869.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 246, 10, 11, 12 A. M.,
1, 2, 8½, 8½, 4, 4 %, 505, 5½, 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, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8°20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9°15 A. M., 2, 4°26, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

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

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

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and
9:00 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phila at 6, 7%, 9, and 11% A. M., 1%, 8, 4%, 5, 5%, 6%, 805, 10 05, and 11% P. M.
Leave Norristown at 5 40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 8, 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 The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 256, 4, and 756

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

Leave Poilston at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
11%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11½ P. M.

Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11½

A. M., 2, 3%, 5, 6%, 8:20, and 10 P. M.

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

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. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-90 A. M.,
2:30 P. M., 4:15 P. M., 4:30 P. M., 0:15 and 11:30 P. M.
Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A.
M., 1:55 P. M., 4:50 P. M., and 8:25 P. M.
Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 P. M., will stop at Media, 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 7:45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4:40 P. M., and will change cars at
B. C. Junction. 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 8:30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7-55 A. M.

WILLIAM C. WHEELER. 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 WESTWARD.

arrives at Philadelphia.... 6:10 A. ERIE EXPRESS leaves Erie...... 3-20 P. Williamsport..... 4-25 A. arrives at Philadelphia. 1 20 l ELMIRA MAIL leaves Lock Haven. 6-59 A. M.

"Williamsport. 8-46 A. M.

arrives at Philadelphia. 7-15 P. M.

BUFFALO EXP. leaves Williamsport. 12-29 A. M. Harrisbore arrives at Philadelphia ..

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Ob Creek and Allegheny River Railroad, ALL, TYLER, FRED General Superintendent,

PROPOSALS. PROPOSALS FOR FORAGE

DEFOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., Sept. 25, 1869. Proposals are invited from responsible parties until 12 M., MONDAY, Oct. 25, 1869, for furnishing all the CORN, OATS, HAY, and RYE STRAW (to be of first-class merchantable quality) required at this depot during the year commencing Nov. 1, 1869, Forage and Straw to be delivered monthly, anywhere within one mile of limits of the cities of Washington

and Georgetown, at Fort Whipple, Va., about one and a half miles from Georgetown, and a small quantity at Soldiers' Home, and in such quantities and at such times as ordered by the Quartermaster in charge. Corn to be delivered in good sacks, of about two bushels each, ilfty-six (65) pounds to the bushel; Oats in like sacks of about three bushels each, of not less than thirty-two (32) pounds to the bushel; Hay and Straw baled, and to weigh two

thousand (2000) pounds per ton.

Bidders will state the trice of Oats and Corn per bushel, including sacks, and also price without sacks, and of Hay and Straw per ton. The quantity required each month is estimated at four hundred and ninety-live bushels of Coru, two thousand five hundred and ninety-eight bushels of Oats, sixty-four tons of Hay, and sixteen tons of

Straw.
This is not given, however, as binding the United States to receive just that quantity, but simply as the nearest practicable approximation of what may be re-quired each month. The United States reserves the right to increase

the above quantity, by one-fourth, at any time dur-ing the continuance of the contract, by giving thirty days' notice. days' notice.

The contractor will be required to keep at least one month's supply of forage and straw on hand, and to have a place of business in this city.

Guarantees will be furnished with each bid in the

sum of five thousand dollars, signed by two responsi-ble sureties, that the bidder will, if successful, within six days after his acceptance, execute a contract in accordance with the above requirements. A bond in the sum of twenty thousand (\$20,000) dollars, signed by himself and two accepted sureties, will be required of the successful blader for the faithful fulfilment of his contract.

Payments will be made monthly for quantity of forege and straw delivered, it in funds, or as soon thereafter as funds are furnished for the purpose. None to be paid for except on receipts of the parties to whom delivery has been ordered. All bids will be submitted to the Quartermaster-General before awarding contract. Deliveries to commence immediately after award

of contract.

Freposals, in duplicate, will be addressed to the undersigned, with copy of advertisement attached, marked "Proposals for Forage," and bidders are invited to be present at the opening of bids.

By order of the Quartermaster-General.

J. C. McFERRAN,

Deputy Quartermaster-General,

Brevet Brigadier-General, U. S. A.,

and Depot Quartermaster.

PROPOSALS FOR PRESH BEEF

OFFICE OF A. C. S., FRANKFOLD ARSENAL, PA., October 8, 1869.

Sealed proposals, in duplicate, will be received by the undersigned at his office until 12 M., October 30, 1869, for farnishing the troops stationed at Frankford Arsenal with FRESH BEEF, of a good marketable quality, in equal proportions of fore and hind quarters, excluding necks, shanks, and kidney tallow. The Beaf to be delivered free of cost to the troops, in such quantities and on such days as may be from time to time required by the proper authority, and to continue in force six months, or such less time as the Commissary-General shall direct. thority, and to continue in force six months, or such less time as the Commissary-General shall direct, and subject to his approval, commencing on the 1st day of November, 1863.

Upon acceptance of the offer, security and bond in the sum of six hundred dollars will be required for the faithful performance of the contract.

Bids to be endersed "Proposa's for Fresh Beef,"
WILLIAM PRINCE,

First Lieutonart Ordnance.

First Lieutenant Ordnance, Brevet Captain U. S. A., A. C. S.

THE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EXPRESS COMMANDED PARCES. No. 280 CHESNUT Street, forwards Parcels, Packages, Misrchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States, E. GOLEMAN. AUOTION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at No. 416 South Bread street.

BANDSOME FURNITURE, FRENCH PLATE PIRE MIRRORS, OIL PAINTINGS, PLANOFORTE, SILVER TEA SERVICE, FINE VELVET AND OTHER URRPETS, KTC.

Oct. 18, at 16 o'clock, at No. 416 South Bread street, below Pine, by catalogue, the entire furniture, comprising suit landsome reservoid drawing room furniture, covered with black and crimson brocatalle, 8 pieces; elegant walnut oval centre-table; Italian marble-top walnut clagore; fine-toned resewood seven-octave piano forte, made by Reichenbach & Son; 2 French plate pier mirrors; French mantel clock, runs eight days; besize figure and uras; elegant walnut buffet sideboard, marble top; large mabengany extension-table; set line French china and gift dianer, tea, and dessert service; atone, china, and glassware; fine plated ware; 2 walnut bookcases; mahogany curled-hair mattresses; ficather beds, bolters, and pillows; oil paintings, engravings and ornaments; fine velvet, brussels, damask, venetan, and other carpeta; English oil-cloths; superior refrigerator; cooking utensils, etc. SILVER TEA SERVICE. Also, elegant siver tea service of six pieces, made by Bailey. 18112 & Extensive Sale at the Auction Rooms, Nos. 139 and 141.

Extensive Sale at the Auction Rooms, Nos. 139 and 142

Extensive Sale at the Auction Rooms, Nos. 139 and 141
SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
MIRRORS, FIRE-PROOF SAFE, HANDSOME VELVET, BRUSSELS AND OTHER CARPETS, 4c.
October 14th, at 9 o'clock, at the Auction Rooms, by
catalogue, a large assertment of superior Household
Furniture, comprising five suits bandsome walnut parler
Furniture, covered with brocatelle, plush, reps and hase
cloth; library and during-room furniture; four walnut
chamber suits; mahogany piano-forte, Freuch plate
mirrors; walnut wardrobes, bookcases, side
boards, extension, centre, and bouquet tahles; lounges, hat stand, etageres, office desks
and tables, oil paintings and engravings, chima, glass, and
plated ware, fine hair mattress, feather beds, bolsters
and pillows, superior fire-proof safe, made by Evans &
Watson; two fron chests, sewing machines, large meat
stall, refrigerators, chandeliers, counters, cigar pompey,
gas-consuming cocking stoves, handsome velvet, Brussels,
and other carpets, etc.

Also, superior for chronueter, made by Charlos Foodstanes. gas consuming cooking stoves, handsome veryes, brushes, and other carpets, etc.

Also, superior chronometer, made by Charles Frodsham;

10 12 22

Also, superior chronometer, made by Charlon Frodsham;
18 karst gold hunting case.
FAST TROTTING HORSES
Peremptory sale. For account of whom it may concern.
At 12 o'clock, noon, isorred stallion, 2 years old, stylish, has trotted in 2 45: 1 brown horse, very quiet and reliable, splendid road horse, has trotted to pole in 2 47; both horses travel and drive well either single or to pole.
Also, I Dunlap's shifting leather-top-buggy.

10 12 24

On the evenings of Wednesday and Thursday, October 20

THE CHOICE AND ELEGANT COLLECTION OF PAINTINGS BELONGING TO MR. CHARLES E. HASELTINE, NOW ON EXHIBITION FREM UNTIL DAYS OF SALE, AT HIS GALLERIES, NO. 1125 CHESNUT STREET. Baughniet, B. C. Koekkoek, arl Becker, ejenne, chaffels, Dargelas.

Prudhon, Prudhon, Roszczewski, Castan, Compte Calix, Lobrichon, Levy, Herbsthoffer, Trayer, Etc. etc. etc. 108 124

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, ETC., On Tuesday Morning. Oct. 12, at 10 o'clock, on four months' credit. 10 6 54

LARGE SALF OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. Oct. 14, at 10 o'clock, on four months' credit. 10 8 56 IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC.
On Friday Morning.
Oct. 15, at 11 o'clock, on four months' credit, about 390 pieces ingrain, Venetian, list, hemp, cettage, and rag carpetings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. Oct. 18, at 10 o'clock, on four months' credit. 10 12 56

MARTIN BROTHERS. AUCTIONEERS.—
No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 529 Chesout street.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING ROOM FURNITURE, Fine French Plate Mirrors, Piane Forte, Large Cabinet Organs, Cottage Chamber Forniture, Handsome Velvet, Brussels, and other Carpets: Fireproof Safe, Fine Plated Ware, Telegraphic Instruments, Walnut and Oak Extension Tables, Walnut Office Furniture, etc. etc.

On Wednesday Morning,
13th instant, at 10 o'clock, at the auction rooms, by catalogue, very excellent walnut furniture, etc.

10 11 22

HANDSOME WALNUT PARLOR FURNITURE, Handsome Walnut and Oak Chamber Furniture, Riegant Rosewood 7-octave Plano Forte, Handsome Velvet, and Brussels Carpets, Handsome English Brussels Hall and Stair Carpets, Elegant Walnut Buffet Sideboard, Cottage Chamber Furniture, Fine Feather Beds, Cut Glassware, Fine French Chim, Kitchen Furniture, Rto. On Thursday Morning,

14th inst., at 10 o'clock, at No. 554 N. Fifth street, below Green street, by catalogue, the settire bandsome furniture, cleant reserved in page forte, etc.

C. D. McCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC.
On Taurs lay Morting
Oct. 14, at 10 o'clock, embracing prime and seasonable goods from the best city and Eastern manufactories, to which we invite the attention of the trade.

10:11 36

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street. SALE OF PEALE'S MUSEUM RELICS—AUTO-GRAPHS, ETC., COLLECTED BY A. BURR-PRINTS, FOSSILS, MINERALS, ETC.

October 13 and 14, at 3 o clock P. M., at the auction store, No. 1110 Chesput street, will be sold a portion of the collection of Professor M. W. Dickerson, comprising Peale's Museum relics and curiosities; field relics and autographs collected by Aaron Burr; fine engravings, minerals, fossils, Colonial money, etc.

October 13 and 14, at 3 o clock P. M., at the auction store, R. Challogues now ready for delivery at the auction store, R.

IPPINCOTT; SON & CO., AUCTIONEERS No. 240 MARKET Street. LARGE POSITIVE SALE OF 1000 LOTS FOREIGN AND DOMESTIC DRY GOODS, Linen Goods, Hand-kerchiefs, Hostery Goods, Kid Gloves, Millinery Goods, etc. etc.

etc., etc.

BLACK DRESS SILKS,
Comprising 160 pieces Paris Dress Silks, Gros De Rhines,
Gros Grains, Gros De France, and Gros De Naples.
On Wednesday Morning,
October 13, at 10 o'clock, on four months' credit.

14

BECOTT'S ART GALLERY, No. 1026 CHESNUT

GOVERNMENT SALES.

GOVERNMENT SALE OF CLOTHING AND

OVERNMENT SALE OF CLOTHING AND EQUIPAGE.

LEPUTY QUARTERMASTER-GENERAL'S OFFICE, PHILADELPHIA, October 7, 1869.

Will be sold at public auction, at Schuyikill Arsenal, on THURSDAY, November 11, 1869, commencing at 10 o'clock A, M., under the direction of Captain William H. Gill, Military Storekeeper United States Army, a large lot of unserviceable and damaged clothing, camp and garrison equipage, consisting of

consisting of 21,267 Woollen Blankets. 44,950 Uniform Coats. 4,000 Great Coats, mounted, 24,300 Pairs Stockings.

2,005 Pairs Trowsers. 2,172 Pairs Boots. 8,534 Pairs Bootees. 4,565 Shelter Tents, and other articles. Terms cash—payable in United States currency property purchased must be removed within

Goods will be sold in lots to suit purchasers. Goods will be sold in lots to suit purchasers.

Catalogues will be furnished on application at this office, or at the office of Captain GILL. Schuylkill Arsenal, or at the Auction Rooms of M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street.

STEWART VAN VLIET.

Deputy Quartermaster-General, and Brevet Major-General, U. S. A.

LOOKING GLASSES, ETO.

ESTABLISHED 1795.

A. S. ROBINSON,

FRENCH PLATE LOOKING-GLASSES, ENGRAVINGS, BRAUTIFUL CHROMOS,

PAINTINGS, Manufacturer of all kinds of PORTRAIT, AND PICTURE FRAMES.

NO. 910 CHESNUT STREET, Fifth door above the Continental, Phile.