GENERALITIES.

A Lively Woman.

A woman was lately arrested in London who had been 200 times in custody for various offenses, and convicted 100 times. On her last appearance she was sentenced for a month for being drank and dis-orderly and wanting to aght anybody and everybody, which drew from her the threat as she was leaving for the prison van that the next time she was con-victed it should be for something. She probably fancies getting drank to be one of the minor virtues, and was discusted at the judge's lack of appreciaand was disgusted at the judge's lack of apprecia-

Jeff. Davis. Jenerson Davis says to his admirers who call on him in Baltimore that he has no interest whatever in political addits, and shall decline all conversation in reference thereto during his trip to Mississippi. He is said to have expressed the hope that the liberal conservative Republicans of the South and the Democrats of the North would succeed in the fall elections. His estimate of parties is that the elections. His estimate of parties is that the Northern Democrats represent what is left of the principle of self-government, or "White Man's Government," while the conservative Republicans South represent all that is left of the principle in that

The Blood Atonement.

A venturesome Gentile of Salt Lake City, who married a Mormon wife, while expressing a contempt for polygamy, announces his dislike of the "blood atonement," which he thus describes: "Well, "blood atonement," which he thus describes: "Well, these fellows get a grudge against a man, and they make out that he's done something he can't atone for except with blood, and then some of the elders have a revelation that the man's got to be got out of the way, and they go for him. Taint no use, then. These revelations do the business for him. Man's found dead, throat'cut, or something of that sort, and that's the last of it. Nobody knows anything about it, and if you catch 'em at it 'taint no use; they all stand by each other."

A Fine Old French Forger.

The "palseontologic archivist" who kept M. Chas-les supplied with letters of any great philosopher or poet that might be named, proves to be one Denis Vrain Lucas. He is lifty-three years of age, and is described as a "little olive-complexioned man," as dry as one of his own parchments. He began life as a servant, became a copying clerk in a mortgage office at Chateaudun, subsequently came to Paris, where he almost starved until he was made ac-quainted with M. Chasles. Since that fortunate at the Care Riche, and manufactured MSS, of Shake speare and Gaileo in the evening at the house of a petite dame. When he was arrested he was writing, "Lit he has breakfasted, says the Pall Mall in the character of an inventor of the age of Louis XIV, a parer on the velocipede.

Encouraging Signs.

Pron nent among those cities of the South which are raidly recovering from the disastrons effects of the Mar is Savannah, Ga. Its public-spirited citizens preciate and are now availing themselves of the unusual facilities afforded by its excellent harbor, and the commercial importance of the vortice commercial importance commercial impo unusual facilities afforded by its excellent harbor, and the commercial importance of the port is consequently being rapidly increased, as appears from the fact that its receipts and shipments of cotton of the present crop have thus far this season been nearly double those of New Orleans. It is a matter for congratulation that the citizens of so many cities and towns in the South are now looking eagerly to an increase in their commercial and manufacturing an increase in the south are now looking eagerly to an increase in their commercial and manufacturing facilities, and that so much is being done by the Southerners themselves to advance the material inlerests of the Southern people.

Confiscating Newspapers.

In Paris, from the 2d to the 17th September, the ournal of Frankfort was confiscated ten times, the Journal of Frankfort was confiscated ten times, the Florence Italie thrice, the Vienna Wanderer thrice, the Independence Helpe twice. On the 11th the Pall Mall Gazette. Nation, Speciator, and Westminster Gazette were all seized. The Cologne Gazette has entered France only twice since the 2d of last February. The Etoile Belge has been permanently prohibited. The Journal de Geneze has been repeatedly stopped in a fortuight. Journals published in English. German, and other foreign languages (says a correspondent) are likely to be very little read in France, except by foreigners, and the seizure of many of them may be attributed less to any harm they could do than to the mistaken zeal of subordinate functionaaies. nate functionanies.

The Galway Riot.

An extraordinary scene was witnessed at Gaiway on Thursday, September 30, after the discharge of the jury in the case of Barnett the Fernan. The correst indent of the Frish Times telegraphs on Thursday night:—"One of the jurors, Mr. Jackson, who was understood to have stood out for 2 conviction was assailed by a more stood out for a conviction, was assailed by a mob on his way home from court. He took refuge in the barracks, and one of the stones thrown at him struck the sentry. The judges, en leaving the court in their carriage for their lodgings, were also assailed, notwithstanding the escort that accompanied them. There was loud hooting, stones were thrown, and one of the carriage windows was broken. The police charged with fixed bayonets, and dispersed the mob. The town is now quiet. There are large bodies of police patrolling the street of the carriage windows was broken. patrolling the streets, and the military are ready in barracks in case of necessity. As far as I have been able to ascertain, no one has been seriously in-

The Spanish gunboat No. 1, a description of which as been published, left the Delamater Basin, at the foot of West Thirteenth street, yesterday morning at 10 50, to go on her second trial trip up the Hudson On board were Captain D'Arragon, Chief of the Spanish Commission; Senor Abascada, a chief engineer in the Spanish navy; Mr. J. D. Vandeusen, engineer in the Spanish navy; Mr. J. D. vandeusen, Superintenden! of the Carpentering Department; several other Spanish gentlemen, with several other Spanish gentlemen, with Mr. C. E. Reynolds and Captain P. E. Rowiands, of Mystic, Conn. The vessel was laden with pig iron, to make her draft of water equal to four feet eleven inches, which it will be when she has crew provisions and armament on beaut. inches, which it will be when she has crew, provisions, and armament on board. No op-position to her going was offered by the Government steamer Maria, which has been watching the movesteamer Maria, which has been watching the movements of the gunboats for some time back. She
steamed slowly up the river to Spuyten Duyvil
creek, from which point to Piermont, a distance of
ten nautical miles by the United States survey, she
made in one hour and two minutes. The average
number of revolutions of her engine was 10s, the
highest 130. The speed required by the contract is
ten miles an hour, which the No. I will easily accomplish when her machinery works less stiffly. She
returned to her moorings at 4 P. M. The No. I is the
only vessel completed at present. Nine others will
be finished in a few weeks.—N. Y. Times of yesterday.

Courage of Mrs. Fred. Seward.

Courage of Mrs. Fred. Seward. From the San Francisco Alta, Sept. 29.

During the return trip of Secretary Seward and arty from Los Angeles, they stopped for the night ta small place, the name of which will hardly be found on the map, and found the citizens in a high state of excitement on account of the doings of a bold villain who had deliberately stopped one of their number and robbed him of his valuables in broad daylight. As none of the other inhabitants were sheriffs or policemen, or in any way armed with the power of the law, they had evidently concluded not to risk their lives in an attempt to make an arrest, and at the time of the arrival of the Seward party and at the time of the arrival of the Seward party were apparently waiting to see what would be the next move of the dreaded villain. During the night, the house occupied by Mr. Seward and party was entered, the thief first seeking the room occupied by the venerable statesman himself, and managing to secure there valuable plunder, amounting to one pair of old and badly-worn pantaloons. With this valuable trophy in his possession, he passed into the room occupied by Mr. and Mrs. Frederick Seward, in search of leweiry. Mrs. Seward, being awakened by the noise, espied the intruder, and at once attracted his attention by saying, "Leave here! get out! you've no business here." The rascal left incontinently, and it was fortunate for him that he did so, as the fearless lady, who is said to be a good shot, would doubtless in a few seconds have given him proof of her skill. Thus a lady, unnided, drove from a house a villain whom several men did not dare to arrest.

Should the Capital be Removed?

The Chicago Tribune, in about the strongest artiele which we have yet seen in favor of removing the Capital to the West, puts forward two reasons, viz.: 1. The difficulty and cost of defending Washington against foreign invasion or domestic rebellion, 2. "The demoralization arising to legislation from the attempt to carry it on in a petty village of parasites."

Of the first of these reasons it may be observed of the first of these reasons it may be observed that a removal upon such grounds would be a humiliating acknowledgment of national weakness. Washington, undoubtedly, under most circumstances, might be easily and conomically defended. The invasion in 1812 and the Rebellion were exceptional cases. At any rate, we hardly like the idea of tional cases. At any rate, we hardly like the idea of carrying our seat of legislation away out West to save it from destruction.

save it from destruction.

Of the second reason, we may say "the parasites" would follow the Congress to whatever region it might be removed. Wherever the carrion is, there will the vultures be also. There is no locality which are save us from "toadies" so long as honorable members are willing to be toadled. For our own part, while bitterly regretting the demoralization at washington, we think it encouraging that in consequence of the smallness of the city the wickedness is often overt. Sooner or later we find it out. These arguments are certainly not conclusive; and we give those of our contemporary because they may be valuable in a discussion which seems to be daily increasing in interest. When this discussion reaches a practical point, we expect to see a general consent of all parties in favor of New York as the only place on the continent to which the Capital could now be railonally removed.—N. 1.

THE MORALS OF PARIS.

Several Phases of the Parisian Demi-monde - The Anonymas of the Capital - The Freuch Code of Social Ethics.

aris Correspondence of the Cincinnati Times.

Paris (orrespondence of the Cincinnati Times.

Parislan locates do not become so degraded as ours. They do not from the top round of temptation tumble to the lowest round of sensuality, and thence into the kennel of despair. They do not sink from one impure condition to an impurity until all sense of shame is lost. They do not, very rarely at least, seek oblivion in strong drink or opium.

They do not show indecency in the streets. They do not fight and make public spectacles of themselves. They do not steal. They are not arrested by the police and sent to prison. They far less frequently than our unfortunates commit suicide, or die miserably in the hospitals. They are much oftener reclaimed by gennine affection; and not seldom they are married to men who, knowing what their past has been, forgive the fault for the sake of the contrition.

There are six spheres in the demi-monds of Paris, each distinct, each occupied by a woman who being in one not very often enters another.

The first are women of education and refinement, orphans or illegitimate daughters, instructed at the expense of the Government, who, compelled to earn their own livelihood, are thrown into contact with men in a different greater of security. men in a different grade of society. The girls form an attachment for the men, who are of them, but not willing to marry them, because the French do

not take wives or hus ands out of their own station. The girls, who have probably looked forward to some such connection, become the mistresses of their lovers.

There is no concealment of the fact on either side; for this community admits of, and negatively sanctions, such relations. The two live together. She is loyal, for she loves. He supports her, often in luxury. She has society of her own, but not his society. The connection continues until he is married, frequently after, since marriage in France (and this is a fruitful source of such intimacies) is determined by mere workly considerations. The separation is not so painful as it might be supposed, for it has been anticipated; though occasionally, sad to relate, it makes a tragedy on one side and life-long remorse on the other. Much more frequently men refuse to marry, and live with their mistresses until death. There is no concealment of the fact on either side;

If the mistress surrenders, or is abandoned by her lover, she goes into a shop, which she can easily do, as no tradesman in Paris inquires into moral antecedents. Consequently she is not, as with us, shut out from earning her own livelihood if she desires. Her first passion may have exhausted her heart, but that seldom happens. She is not long in finding a protector, whom she accepts either for financial or sentimental reasons. Her new friend may, or may net, be in easy circumstances. Whether he is or not, she follows her calling; has apartments with him; takes care of them; is his companion at the concerts and theatres, and on the evening promenades. If the mistress surrenders, or is abandoned by her on the evening promenades.

is his companion at the concerts and theatres, and on the evening promenades.

This is the second sphere, which to many poor and unprotected girls is the first.

The mistress' new relation does not change her outward life. She labors and she loves; her mind is employed and her heart is filled. She is as happy as other women are, for she does not believe herself polinted or degraded, and she has the society of other girls whose circumstances resemble hers. It sometimes happens the excitements and vanities appeal to her so strongly that she grows unwilling to labor. She wants more money and more pleasure. This is regarded by Frenchmen as evidence of her disloyalty, actual or prospective; and so when she quits the shop he quits her. She then becomes a mere adventuress, a member of the third sphere, or a representative of the fourth, which is a moral decline.

decline.

The adventuress is the most glittering and seductive phase of the demi-monde. The women are usually pretty, tactful, and clever, who have substituted art for nature, and whose only end is pleasure. They are women capable of better things, but who need excitement as a stimulant; whose continuous revels are to them what brandy is to the inebriate.

The Marble Heart, familiar to our playgoers, through a bad translation and a worse adaptation, was designed to depict such a being. "Marco" was harder and more sellish than the original; but even she meited when it was too late, and felt pity and affec-

metted when it was too late, and felt pity and affec-tion when she saw the ruin she had wrought. The notorious Cora Pearl and Mabel Gray, though The notorious Cora Pearl and Mabel Gray, though both English by birth, are types of this class. They have become entirely Parisianized, and seidom leave the city during the season. I saw them at Baden-Baden about a fortnight ago, and they seemed to be borne on the highest crest of success.

The adventuress is often an educated girl, who has been so wronged by some may as to pearly has been so wronged by some

The adventuress is often an educated girl, who has been so wronged by some man as to nearly crush her heart; or she may be a creature of such high animal spirits, so sensuous and fond of excitement, that she is willing to purchase case and luxury at any price. She is a power in France, and she enjoys her sense of power keenly. She is singularly sharpened by her constant intercourse with men of the world. Possessed of quick instincts and a clear understanding of human nature, able to dissemble on all occasions, to counterfeit every emotion, she has a vantage ground she never quits. Though everybody knows what she is, shrewd men are constantly deceived by her. Those who boast of their skepticism and their indifference to women become infatuated with her and open to her their purses as freely as they do their confidences. their money lasts they are retained gone, they are permitted to see what dolts they have

The adventuress has a shining but a brief careerfrom eighteen to thirty-five. After that she finds it difficult to trade upon her faded or fading charms, though sometimes she preserves herself so admirably, and is such a consummate artist withal, that she appears young at five-and-forty. The life she leads does not wear her out, as might be expected. Unnatural as it seems, it is natural to have Having little consciences, beautiful and the sheet of the state of the st Having little conscience or heart, she ages slowly, and soft couches, dainty diet, and purple swathing keep her in fine condition. She does not perish wretchedly, as sensationists declare, but with a precaution and prudence that come to most of the French when they are no longer young, she provides for her future; goes into graceful retirement; smokes her cigarettes; grows plous, perhaps; is kind to the poor; kisses the cross with an unuttered epigram upon her lips, and sleeps in Montmartre under a marble figure of the Resurrection.

THE FRENCH TRAGEDY.

Funeral of Traupmann's Victim

Funeral of Traupmann's Victims.

Galignani's Messenger of October 2 describes the funeral, or funerals, of the victims of the tragedy, as well as the scenes which were observed subsequent to the interment. The reporter says:—"Yesterday afternoon the victims of this horrible tragedy were removed from the Morgue and restored to their family. It had been proposed to perform a funeral service at Notre Dame, but this intention had to be abandoned in consequence of difficulties relative to the administration by which the funerals are conducted. At about 4 o'clock four hearses entered the courtyard of the Morgue, and shortly afterward one of the priests of Notre Dame arrived, preceded by the cross and choristers in white surplices. The he cross and choristers in white surpliseven coffins were placed on the ground and formed a square, covered over with a large black pall with a white cross. After the usual prayers the coffins were placed in the hearse, to be conveyed to the Northern Railway, by which they were to leave in the evening for Three wents. the evening for Turcoing, where the Kincks have a

family grave.

The bodies were accompanied by M. Leroux, of Lille, brother-in-law of Madame Kinck, with several members of the clergy. They were to leave by the twenty minutes past 8 o'clock P. M. train and arrive family grave. at Turcoing at 5 this morning.

THE PRINCIPAL DEPOT FOR THE SALE OF

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STAMP AGENCY. No. 304 CHESNUT STREET, PHILADELPHIA. RAILROAD LINES.

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

And wyoning valetys, the North, Northwest, and the Canadas.

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

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 3:15 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Palls, Buffalo, Wilkesbarre, Pittston, York, Carlisic, 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 Alientown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pingerpose, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 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 8-49 At M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M. READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 16-15 A. M.
Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9-40 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at S-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon frams leave Harrisburg at 2
P. M., and Pottsville at 2-35 P. M., arriving at Philadelphia at 5-45 P. M.
Harrisburg A. Sassaway delphia 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 Atternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting

at Reading with accommodation train for Philadel phia and all way stations.

All the above trains run daily, Sundays excepted.

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

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

PERKIOMEN RAILROAD.

Descenders for Schwenkaville inke 7-30 A. M. and

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A. M. and 1 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1235 A. M. and 146 and 1002 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. ore, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves marrisoning 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. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 630 and 1130 A. M., and
650 P. M., returning from Tamaqua at 8:35 A. M.,
and 2:5 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 3-25 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.

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

Jamadas. 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-tions 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. Nicolis, General COMMUTATION TICKETS .- At 25 per cent, dis-

ount, between any points designed, for families nd firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS.-For three, six, nine, twelve months, for holders only, to all points, at re-

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 wivesto 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 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.

MALLS 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. places on the road and his brahenes at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4 25 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE.—Dungan's Express will collect bag-

gage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE,—Trains will leave Depot corner Broad street and Washing-Mail Train at 8:30 A. M. (Sunday excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

for Crisfield and intermediate stations.

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

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

Night Express at 11-3e P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wirmington.

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 8:16 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.

between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains sundays excepted.

From Baitimore to Philadelphia—Leave Baltimore 725 A. M., Way Mall; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M., Express; All Philadelphia—Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

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

The 7-00 A. M. train will stop at all stations between Philadelphia and Lamokin.

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

Leave Port Deposit for Philadelphia (Sundays excepted) at 5-40 A. M., 9-25 A. M., and 2-30 P. M.

Trains leaving Wilmington at 6-30 A. M. and 4-15 P. M. will connect at Lamokin Junction with 7-00 A. M. and 4-30 P. M. Trains for Baltimore Central R. R.

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

H. F. KENNEY, Superintendent.

RAILROAD LINES.

RAILROAD LINES.

1860 - FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to 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 Accom. \$2:25

At 8 A. M., via Camden and Amboy Express. 3:90

At 2 P. M., for Amboy and intermediate stations.

At 6:39 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and D. B. R. R.

At 8 and 10 A. M., 13 M., 2, 3:30, and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 1:30 P. M. for Bordentown, Plorence, Burnington, At 6:30 and 10 A. M., 12 M., 3:38, 4:38, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper side)

FROM KRNSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3, At 7-30 and 11 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristel, and 10-15 A. M. and 6 P. M. for At 7:30 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 Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Companion Values

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25.
At 11:30 P. M., Emigrant Line Fare, \$2.
At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, chenck's, Eddington, Cornwell's, Torresdale, followesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 8 and 12 P. M. Lines will run daily. 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.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, 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, Stronds-surg, Water Gap, Beividere, Easton, Lambertville, dlemington, etc. The 2:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethishem, etc. At 11 A. M. and 5 P. M., for Lambertville and intermediate stations,
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-

ROADS, PROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 339, 5, and 330 P. M., for Merchantville, Moorestows, Hartford, Masonville, Hainesport, Moura Holly, Smithville, Evansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Expt, and Hornerstown, At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, 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 bad on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Lepot.

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 #POT, VIZ. :-Mail Train. Paoli Accommodat'n 10:30 A. M., 1:10 and 7:10 P. M., Fast Line. 11:50 A. M. Harrisburg Accommodation.

Lancaster Accommodation.

Parkesburg Train. Cincinnati Express. Eric Mall and Pittsburg Express. Erie Accommodation. 11 00 P. M. Philadelphia Express, 12 night.

Erie Mafi leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelpina at sociock. Philadelpina Express leaves daily. Chicanati 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 5 P. M., at No. 116

6'20 A. M., 4'05 and 6'35 P. M.
 Fast Line
 90 and 635 P. M.

 Parkes)urg Train
 935 A. M.

 Laneaster Train
 910 A. M.

 Erie Express
 1200 P. M.

 Day Express
 610 P. M.

 Pacific Express
 120 P. M.

 Pacific Express
 825 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 Description Ticket Agent at the Dep

The Pennsylvania Raliroad 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.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethichem, Doylestown, Match Chunk, Easton, Willeamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays ex-

cented) as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Malanoy 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, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and fazleton. At 5 00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

For Daylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 6.45 and 10.45 A. M., and For Abington at 145, 845, 8-20, and S.P. M. For Lansdale at 6-20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Pallways 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 S 25 A. M., 4 55 and 7 05 P. M. From Fort Washington at 9-20, 10-25 A. M., and Fram Lansdale at 7:30 A. M.

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.
Philadelphia for Betblehem 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. Boylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 8 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express

Office, No. 106 S. FIFTH Street, ELLIS CLARK, Agent, W EST JERSEY RAILROADS
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper erry), at '15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations. 3-15 P. M., Mail. for Cape May, Miliville, Vineland, and way stations below Glassboro. 3:36 P. M., Passenger, for Bridgeton, Salem, Swedes-

boro, and all intermediate stations, 5-20 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 Wainut street. Freight denvery at No. 228 South DELAWARE

Commutation tickets at reduced rates between Philadelphia and all stations.

WM. J. SEWELL, Superintendent. September 16, 1868.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 906, 10, 11, 12 A. M., 9, 3%, 3%, 4, 4 35, 505, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 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, 4:05, 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 25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 75, 9, and 11 05 A. M., 13, 3, 45, 5, 58, 63, 808, 10-95, and 115, P. M.
Leave Norristown at 5:40, 68, 7, 73, 9, and 11 A.
M., 13, 3, 45, 63, 8, and 03, P. M.
The 73, A. M. train from Norristown will not stop at Mogee's, Potta' Landing, Domino, or Schur's lane.

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

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

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
1½, 3, 4%, 5, 5%, 6½, 805, 10:05, and 11½ P. M.
Leave Manayank at 6:10, 7, 1½, 8:10, 9%, and 11½
A. M., 2, 3½, 5, 63, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.
Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Manayunk at 7% A. M., 1½, 6, and 9½ 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., 11.00 A. M.,
2.50 P. M., 4.15 P. M., 4.40 P. M., 6.15 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., 1.25 P. M., 4.50 P. M., and 6.25 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.
The Depot in Philadelphia is reached directly by B. C. Junction.

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

ON SUNDAYS, Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M. Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M. WILLIAM C. WHEELER. 4.105

General Superintendent. PHILADELPHIA AND ERIE RAILROAD,—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West
Philadelphia:— Wastward.
MAIL TRAIN leaves Philadelphia. 920 P. M.
Williamsport 730 A. M.
arrives at Erie. 815 P. M.

ERIE EXPRESS leaves Philadelphia.
Williamsport
Williamsport 8 15 P. M Williamsport . ELMIRA MAIL leaves Philadelphia ... Williamsport ... arrives at Lock Haven. MAIL TRAIN leaves Eric.
Williamsport. arrives at Philadelphia. . . . ERIE EXPRESS leaves Erie. Williamsport. 3-20 P. arrives at Philadelphia. ELMIRA MAIL leaves Lock Baven.... Williamsport arrives at Philadelphia. BUFFALO EXP. leaves Williamsport. 12-20 A. M. Harrisburg. 5-10 A. M. arrives at Philadelphia. 9-25 A. M.

Express East councils at Corry, Mail East at Carry and irvinction, Express West at Irvincton, with and irvineton, Express West at Irvinetor trains of On Cross and Allegheny River Railr ALL, TYLER, FRED General Superintendent.

PROPOSALS.

DROPOSALS FOR FORAGE

DEFOT QUARTERMASTEE'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 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, lifty-six (56) pounds to the bushel; Oats in like sacks of about three bushels each, of not less than thirty-two (32) pounds to the each, of not less than thirty-two (32) pounds to the bushel; Hay and Straw baled, and to weigh two

Bidders will state the price 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-five bushels of Corn, two tacusand five hundred and ninety-eight bushels of Cats, sixty-four tons of Hay, and sixteen tons of This is not given, however, as binding the United

housand (2000) pounds per ton

States to receive just that quantity, but simply as the nearest practicable approximation of what may be re-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

tays' 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. 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 responsible surctics, 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 (tenty lhousand [320,000] dollars, signed by himself and two accepted surctics, will be required of the successful bidder for the faithful influence of his contract.

Possients will be made monthly for quantity of

Parallel of his contract.

Parallel of his contract.

Parallel of his contract of his 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. Proposals, in duplicate, will be addressed to the proposals, in duplicate, and continued attached, 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, 10 11 61

DROPOSALS FOR FRESH BEEF. OFFICE OF A. C. S., FRANKFORD ABSENAL, PA.

Scaled proposals, in duplicate, will be received by the undersigned at his office until 12 M., October 33, 1869, for furnishing the troops stationed at Frankford Arsenal with FRESH BEEF, of a good marketable condition in sound proportions of force and bits. ford Arsenal with FRESH BEEF, of a good marketable quality, in equal proportions of fore and hind quarters, excluding necks, shanks, and kidney inlow. The Beef 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, and subject to his approval, commencing on the 1st day of November, 1862.

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 endorsed "Proposais for Fresh Beef,"

WILLIAM PRINCE,

First Lieutenant Ordnance,

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

THE ADAMS EXPRESS COMPANY, OFFICE A No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, 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.

R. OOLEMAN,
Baperintendent AUDTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 Bale at No. 722 N. Sixtesuth street
HANDSOME FURNITURE, PIANO-FORTE, WARDROBE, HANDSOME BRUSSELS AND OTHER
CARPETS, FINE FEATHER BEDS, HAIR MAT-

CARPETS, FIRE CARPETS, On Friday Morning,
October 15, at 10 o'clock, at No. 722 N. Sixteenth, below
Brown street, by catalogue, the entire furniture, comprising superior wainot parlor and chamber suits, walnut,
dining-room furniture, walnut wardrobe, naudeome rosewood plano, made by A. Bergfeld, handsome Brussels and
other carpets line feather beds, fine hair mattreases, chims
and glassware, cooking utensils, etc.

The furniture was made to order by Moore & Campion. May be examined at 8 o'clock on the morning of
sale.

ELEGANT FURNITURE, AXMINSTER, VELVET, AND BRUSSELS CARPETS, SUPERIOR FIRE FROOF, ETC.

PROOF, ETC. On Monday Morning.

October 18, at 10 o'cleck, No. 1234 Arch street, by catalogue, the entire elegant furniture, comprising elegant wainut parlor suit, satin soverings elegant etagore, centre and bequet tables, clocks, handsome ornaments, elegant wainut half furniture, oak library furniture, amperior oak dining-room furniture, inc china, glass and plated ware; elegant wainut chamber suits, wardrobes, mirror doors, fine hair and spring mattreases, fouther bolaters and pillows, elegant Auminster, velvet and Brussels carpets, etc. Also, refrigerator, kitchen utensils, etc. Also, handsome parlor fire-proof, made by Farrel & Herring. ring.
The furniture was made to order, is of first quality, and n use but a short time. Catalogues now ready.

Percemptory Sale at the Fairmount Iron Works.

ALUABLE ROLLING MILL MACHINERY, STRAM
ENGINES, ROLLS, BOILERS, FURNACES, ANGLE
AND TER HON, ETC.

October 20, at 11 o'clock, at the Fairmount Iron Works,
Coates street wharf, river Schuylkill, will be sold at public sale, without reserve, the entire valuable machinesy,
Particles.

cam engines, etc. Particulars in catalogues now ready. We will sell at Concert Hall, Obesnut street, above Twelfth, On the evenings of Wednesday and Thursday, October 20

THE CHOICE AND ELEGANT COLLECTION OF PAINTINGS BELONGING TO MR. CHARLES F. UNTIL DAYS OF SALE, AT HIS GALLERIES, NO. The collection, with other choice. The collection, with other choice works by great men I. Gerome. Will. aughniet, . C. Koekkoek, arl Becker, Lejenne. Schaffels, Dargelas, Levy, Herbsthoffer, Castan Compte Calix, Lobrichon,

Bunting, Durborow & Co., Auction-EERS, Nos. 232 and 2M MARKET Street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SALE OF CARPETINGS, OIL CLOTHS,

FTO. ETC.
On Friday Morning.
Oet. 15, at 11 o'clock, on four months' credit, about 206 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rngs, etc. LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning.
Oct. 18, at 10 o'clock, on four months' credit. 10 12 54

SALE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, ETC.
On Tuesday Morning,
Oct. 19, at 10 o'clock, on four months' credit. 10 13 56 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1110 Chesnut street.
SUPERIOR HOUSEHOLD FURNITURE, PIANOFORTES, Large Mirrors, Gas Chandellers, Carpota,
Silver Plated Ware, China, Paintings, Engravings, etc., Silver Plated Ware, China, Paintings, Engravings, etc., etc.

On Friday Morning,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, by catalogue, a large assortment of superior furniture from families declining housekeening, comprising—Suits of walnut parlor, chamber, library, and dining room furniture; plano-fortes; large and small centre tables, with brocatelle and Tennessee marbles; elegant etageres to match, with mirror backs; large and small bookcases and wardrobes; library tables and easy chairs; fine spring and hair matreesses; fasther beds and bedding; about 106 estpets of different kinds; oil paintings, engravings, china and glassware, etc.

Of FICE TABLES AND DESKS.—Also, several large and small office-tables and desks. nd amail office tables and desks.

CHANDELIER AND HALL LIGHTS.—About 18 handellers.
LAOF SHAWLS, SILK RIBBONS, ETC.—Also, a lot of lace shawls, ribbons, etc., to be sold on account of shem it may concern.
SILVER-PLATED WARE AND GUTLERY.—Also, as

evoice of fine plated ware and cutlery. MARTIN BROTHERS, AUCTIONEERS,-M (Lately Salesmen for M. Thomas & Sons.) No. 539 CHESNUT Street, rear entrance from Minor.

Sale at No. 322 North Ninth street.
FETS, &c.
On Friday Morning,
October 15th, at 10 o'clock.

10 12 2t C. D. McCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC. On Monday Morning, Oct. 18, at 10 o'clock, including a large line of city male goods. N. B.—Sale every Monday and Thursday. 10 14 3t LIPPINCOTT, SON & CO., AUCTIONEERS

BSCOTT'S ART GALLERY, No. 1020 CHESNOT

GOVERNMENT SALES. OVERNMENT SALE OF CLOTHING AND G EQUIPAGE

DEPUTY QUARTERMASTER-GENERAL'S OFFICE,
PHILADELPHIA, October 7, 1869.
Will be sold at public auction, at Schuyikan
Arsenal, on THURSDAY, November 11, 1869, commencing at 10 o'clock A. M., under the direction of
Captain WILLIAM H. GHLL, Military Storekeeper
United States Army, a large lot of unserviceable United States Army, a large lot of unserviceable and damaged clothing, camp and garrison equipage, 21,267 Woollen Blankets.

4.000 Great Coats, mounted. 24,300 Pairs Stockings. 2,065 Pairs Trowsers. 2,172 Pairs Boots. 8,534 Pairs Bootees. 4,565 Shelter Tents, and other articles. Terms cash—payable in United States currency.

All property purchased must be removed within

44,950 Uniform Coats.

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. Schuyikin Arsenal, or at the Auction Rooms of M. THOMAS & SONS, Nos. 189 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,

> BEAUTIFUL CHROMOS PAINTING Manufacturer of all kinds of

LOOEING-GLASS, PORTRAIT, AND PICTURE FRA NO. 910 CHESNUT STREET.

8 15 Fifth door above the Continental, Phila. ICE OREAM AND WATER ICE.

CELEBRATED

NEAPOLITAN ICES, The purest and best in the world; can be carried in a peper without melting, or sent to any part of the country. lie parties, etc. Philadelphia recommend

bem, being composed entirely of pure fraits, cream, and ugar. TWENTY DIFFERENT FLAVORS of these ICE CREAMS AND WATER ICES Are kept constantly on hand.
F. J. ALLEGRETTI,
No. 1214 WALNUT Street

GREAT SAVING OF FUEL COMSTOCK'S PATENT REVOLVING Should be in use on every Heater and Stove. It increases the heat fifty per cent and saves nearly one half of the coal, and will also heat a room above in place of a stove. CALL AND SEE THEM at the manufactory of C. J. DOUGHERTY.

No. 120 N. NINTH Stroot.