Where Do Some Things Come From ?

It is not difficult to understand that things made of wood and stone and metal, of which the supply is virtually unlimited, as well as fabrics of cotton, muslin, gauze, and wool, should be turned out as fast as they are wanted. It is comprehensible, too, that such developments of silk and satin and velvet as may hit the humor of the moment should be forthcoming, in a degree commensurate with the requirements of the public; though this is less easy to understand when one reflects that the whole supply is due to the exertions of a finite number of small caterpillars. The multiplication of objects, the material for constructing which is practically unlimited, is tolerably comprehensible; but what seems unaccountable is the extraordinary way in which certain products of nature-animal, vegetable, and mineral-seem to rush into existence on the shortest notice, whenever a demand for them springs up.

How wonderfully accommodating—to take

an instance—has nature proved of late years in connection with the increased prolificness of the Seal Tribe, or at any rate that portion of it which furnishes the material that goes by the name of seal-skin! It is only within the last dozen years or so that this particular kind of fur has become furiously popular. It is marvellous to observe how strangely within that comparatively short time, the supply has increased and multiplied also. A few years ago a seal-skin cloak was an uncommon garment, a rarity: whereas, now, during the whole of the autumn and winter seasons, we are so surrounded by all sorts of seal-skin garments—cloaks, jackets, waistcoats, hats, caps, muffs, tippets, and the like: not to speak of eigar-cases, purses, tobacco-pouches, blotting-books, and other miscellaneous objects—that we might suppose sealskin to be not merely, as Jaques said of motley, "Your only wear," but your only decorative fabric available for any purpose whatsoever. For, look where one may, it is still seal-skin; seal-skin, seal-skin, everywhere. On the shoulders of ladies; on the breasts of the lords of creation; in the shop-windows; in the circulars which are thrust into our letterboxes, announcing a consignment of ever so many thousand seal-skin jackets; in the advertisement sheets of the newspapers, from the Times Supplement to the columns of the Exchange and Mart-in which last journal the yearnings of humanity after seal-skin, and its readiness to barter all other property, of whatsoever kind, in exchange for this idolized fur, are more touchingly expressed than in any other-under each and all of these aspects the seal-skin rage is continually kept before us.

But the supply with which this phocal rage is appeased is the marvellous thing. How is it that such supply has suddenly come into existence? Or, was it always there, though there was no demand? Has the genus phoca been wearing sealskin jackets ever since the creation, retaining unmolested their possession of those priceless wares through countless ages; or has this obliging tribe of animals increased in numbers of late years, out of readiness to gratify the caprice of the fashionable world?

Then there are the kids again—what shall we say of the kids? If it be matter of wonder where all the seals come from, how much more wonderful, how stupefying and stunning, is the thought of the myriads of young goats whose existence is absolutely necessary to furnish the gloves of the whole civilized world? Kids! How is it that there England, in France, in Europe, gloves comes distracting. made of what at least professes to be the skin of the kid are exposed for sale; while in the large capitals the number of shops devoted exclusively to the diffusion of kid gloves is almost incredible. Taking Paris and London alone, and occupying ourselves only with a few of the principal thoroughfares, we should find enough of such shops to suggest the existence somewhere of such flocks of kids as would overrun at least all the pasture lands of the civilized earth. How many such shops are there in the Palais Royal, the Boulevards, the Rue de Rivoli, the Rue de la Paix; how many in Regent street, Oxford street, Bond street, the Strand, Cheapside, and Piccadilly? How many in other great capitals? How many in South America, how many in Australia, how many in New Zealand? If we take the trouble to enter on the field of conjecture which is thus opened out before us, we shall be cast out in imagination on immeasurable unknown prairies where the foot of man has never trod (except to capture kids), and where skipping kids disport themselves in such prodigious numbers that the American herd of buffaloes who took six weeks to pass a man in a ditch at full gallop, would be as an every-day drove in the

comparison. I speak of the supply of the raw material, and not the enormous multiplication and sale of the gloves themselves. When one remembers how many are the occasions of show and ceremony where gloves of the palest and most delicate tints are alone admissible, and how soon (covering as they do a part of the human frame which comes in continual contact with all sorts of objects) they become soiled and unfit for use, there is no difficulty in understanding the sale of almost any number of gloves that can be manufactured. It is the multiplication of the kids of whose skins the gloves are made that is the staggering subject of reflection, and it is in connection with this, and remembering how comparatively rare, even in France, Italy, and Switzerland, and other goat producing countries, are the occasions when the traveler encounters kids in any number, that I find myself again and again constrained to ask, O where and O where are your glove producing kips?

Is it not a fact that there are more fairhaired children to be seen in this country than there used to be? Any one who can find leisure in the early part of the day to visit those portions of our parks and public gardens where children most resort, will infallibly be struck by the great increase in the number of children whose hair is to be classed as belonging to the groupe of colors which we call "light." Now we know that fair hair has lately been very much the rage, and we also know that various inventions have been published for taking the natural darkness out of the hair, and imparting to it a flaxen or golden shade. The use of such medicaments has, however, always been confined to grown-up people, and in none of the recorded instances of that tampering with the natural color of the hair which has been common of late years, have children had any part; so their adaptation to the fashion of the time in this respect would seem to be purely attributable to an obligingness on the part of Dame Nature similar to the peliteness of the seals and the philan-

thropy of the kids. There was a taste the other day for pug-Fashion had no sooner issued her mandate on the subject, than behold, in all directions there were pugs! The earth ap-

peared to teem with short noses and black muzzles; and any one who wanted a pug (and chose to pay for it) was straightway provided with one of those fascinating animals. Is there any room for doubt that if phoenixes or unicorns were to become the fashion, they would turn up by the score as soon as wanted ?

It is not possible that any one, possessed of any reflective power, and being in the habit of frequenting the various kinds of social celebrations, slavery to which forms the principal occupation of a large portion of civilized society, can have failed to speculate on the momentous question, Where do all the plovers' eggs come from? They appear at all sorts of meals — dinners, wedding breakfasts, show luncheons, picnics, evening-party refreshment tables, ball suppers. In all sorts of forms, too, do they appear; nestling in moss, held in bondthey appear; nestling in moss, held in bondage carossingly by succulent jelly, pearly and cool, the golden yolk just suggested through the semi-transparent white. Prodigiously good they are, in whatever shape presented, but prodigiously mysterious also, in their faculty of turning up in enormous quantities for the London season, and then disappearing with equally strange and inex-plicable despatch. Very rarely does one encounter these plovers' eggs except during the London season; and as to

plovers themselves, now and then, in crossing a breezy upland, the pedestrian's attention is caught by their shrill, plaintive cry and their rapid flight round and round his head, as they seek to draw him away from the nest which lies close by: but it is only now and then that the plovers are thus met with, and even where they are thickest, their numbers do not account for those innumerable dishes full of their eggs.

And naturally associated with the plovers' egg difficulty is another: I mean the great champagne mystery. The consumption of this beverage is confined to no particular place, nor to any especial season of the year. Always, everywhere, by everybody, this favorite drink is appreciated. One would think that the supply required for this country alone, and during that one period of the year which we call "the season," would exhaust the produce of all the vineyards the champagne districts can furnish. Let the reader consider the Derby Day, or merely take it in conjunction with the Cup Day at Ascot, and then endeavor to form some dimly approximate notion of the quantity of champagne required. There are those who have seen the champagne dripping through the floors of carriages on Epsom Downs; and even those who have not been favored with that rich experience, but have merely witnessed the ordinary performances during the luncheon hours there, are able to form a tolerably accurate idea of the rate at which champagne disappears on the occasion of those wondrous orgies.

At the Ascot Meeting it is the same story. The same at Goodwood, Doncaster, Newmarket. At all the minor races, at Henley, at every regatta held at Cowes or Ride, or anywhere, and on all those occasions of a more private nature at which we have just seen the dish of plovers' eggs making a goodly appearance, it is again the same. The thought of all the champagne required for England, not to speak of the still greater quantities needed for the supply of continental capitals, and there not alone for those great festal occasions when royal personages meet together, and are entertained at ban-quets, balls, and the like, but for all the exist six yards of ground anywhere, without smaller and snugger meals which come off kids browsing thereon? One would expect at restaurants, cafes, hotels, and taverns—the that the earth would be teeming and thought, I say, of all this champagne, and all swarming with kids. In every town in this society as I may say floating in it, be-

But where does that same creamy liquor all come from? We all know that we are expected to swallow a great deal in connection with our wine besides the liquid itself. It requires a most remarkable amount of faith suppose that those small tracts of land which give their name to the more renowned growths of France and Germany can supply all the cellars throughout Europe. An enigm this, which, with regard to other wines, may be looked upon as simply a difficulty; but which, when champagne is in question, culminates into an impossibility.

The milk and cream, again, supplied twice a day to the inhabitants of England, and for the furnishing of which-since fresh milk cannot be imported from other countries-we are dependent on the resources of the British cows-the enormous daily yield of this article of consumption is a thing not to be thought of without wonder. Summon before the mind the vast area of London and its suburbs, and remember that in every street, square, place, terrace, court, blind alley, throughout its enormous extent, from Highgate and Hornsey in the north to Camberwell and Dulwich in the south, and from Wimbledon and Putney in the west to Rotherhithe, Hackney, Bow, in the east, the clink of the milk-pail is heard twice every day throughout the year, Sundays included. And all this professes, remember, to be new milk, so that in addition there must be taken into account an entirely separate reservoir of milk set aside for the development of all that mass of cream which is required, at certain times of year, for the supply of the me tropolis. What a supply must that be Think of all the ice-creams sold at all the pastry-cooks' shops besides those which are served up in private houses! Think of all the cream eaten with strawberries, of the cream required for cooking purposes, of the recipes of those great artists who are always directing their disciples to "take a quart of cream," or to "add a pint of good cream," or "now throw in" a pint or so of cream. And, besides, what becomes of all this supply of milk and cream when it is no longer wanted in the metropolis? On the 30th of June it is required; on the 30th of July it is not. The main body of cream-consumers have by that time left London and are dispersed over the

world. Do the cows follow them? A solution of some of the above-stated difficulties might be afforded by supposing the existence-not a very wide stretch of imagination-of a wholesale system of adulteration, It is possible to make champagne, for instance, and alas! I fear, milk and cream too, to order; but no manufactory can turn out plovers' eggs to order. And where are the iron works, saw-mills, or galvanized-zine factories that contract to supply an unlimited number of sweetbreads,—by the by, another delicacy required, like the plovers' eggs, on a huge scale during the London season, and hardly wanted at other times! -All the Year

GREAT SAVING OF FUEL.—
COMSTOCKS PATENT REVOLVING
FLUE RADIATOR

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 manufactors of C. J. DOUGHERTY,

THE ADAMS EXPRESS COMPANY, OFFICE No. 280 OHESNUT Street, forwards Parcels, Paokages, Merchandiss, 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. COLIMAN,

No. 128 N. NINTH Street.

RAILROAD LINES.

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

Canadas,

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

hours:— MORNING ACCOMMODATION.

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

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Bochester, Niagara Falls, Buttalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Pinegrove, 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.
Leaves Pottstown 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 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 18:15 A. M.
Returning, leaves Philadelphia at 5:45 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:49
P. M.

M. Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia t 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia

elphia at 6:45 P. M. elphis at 645 P. M. Harrisburg Accommodation leaves Reading at 15 A. M. and Harrisburg at 4 10 P. M. Connecting 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 9-15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12-45, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run dally, 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., 1 and 5:45 P. M.

PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. 12:45, 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 Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Boyertown and intermediate points ake the 730 A. M. and 430 P. M. trains from Philadelphia, returning from Boyertown at 7-25 and 11-50 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 Rallroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

for Pittsburg, Chicago, Williamsport, Eimira, Balti-more, etc.
Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg at 2·10 and 5·20 A. M. and 4·45 P. M., passing Read-ing at 4·10 and 7·05 A. M. and 6·16 P. M., and arriving at New York at 10·90 and 11·45 A. M., and 10·20 P. M. Sleeping ears accompany these trains through between Jersey City and Pittsburg without change.

through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:25 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg.

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

Canadas, Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-

nors by Reading and Potistown 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-

count, between any points designed, for families and firms. MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reluced 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 Phaladelphia 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 part

freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4 25 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading,

Lebanon, Barrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGR—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot.
Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA RAILROAD. VV RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 230 P. M., 445 P. M., 440 P. M., 645 and 1130 P. M.

Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 155 P. M., 450 P. M., and 655 P. M.

Train leaving West Chester at 860 A. M. will stop at H. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Delications.

Philadelphia at 4:40 P. M., and will change cars at B. C. Junction.
The Depot in Philadelphia is reached directly by 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. 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
Philadelphia. WESTWARD. Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia. 9-20 P. M.

"Williamsport 7:30 A. M.

"arrives at Erie. 8-15 P. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

"Williamsport 9:00 P. M.

"Arrives at Erie. 10:00 A. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

"Williamsport 6:10 P. 7.

"arrives at Lock Haven 7:50 P. M.

EASTWARD. WESTWARD,

MAIL TRAIN leaves Erie.

"Williamsport.

"arrives at Philadelphia... eaves Erie. 3°F A. M.

"Williamsport. 9° Io P. M.
arrives at Philadelphia. 610 A. M.
SS leaves Erie. 8°20 P. M.
arrives at Philadelphia 12°0 P. M.
arrives at Philadelphia 12°0 P. M.
Uldiamsport. 6°50 A. M.
Williamsport. 8°45 A. M.
Williamsport. 12°20 A. M.
Tharris arra. 12°20 A. M.
"Harris arra. 5°10 A. M.
"Harris arra. 5°10 A. M.
arrives at Philadelphia. 9°25 A. M.
connects at Cerry, Mall East at Cerry EASTWARD, ELMIRA MAIL leaves Lock Haven.

"Williamspor"
arrives at Philad applia.

BUFFALO EXP. leaves William sport. 12:20 A. M.

Harris arg. 5:10 A. M.

Harris arg. 5:10 A. M.

Express East connects at 'Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and A. Higheny River Railroad.

ALL. TYLER, FRE', General Superintendent.

RAILROAD LINES.

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

FROM WALNUT STREET WHARF.

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

At 8 A. M., via Camden and Jorsey City Ex. Mail... 8:30

At 9.P. M., via Camden and Amboy Express.... 8:30

At 6.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 Long Branch and
points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for

At 8 and 10 A. M., 12 M., 2, 3 30, and 4 30 P. M., 107 Trenton. At 6 30, 8, and 10 A. M., 12 M., 2, 3 30, 4 30, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco. At 6 30 and 10 A. M., 12 M., 3 30, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Figh House, and 2 P. M. for Riverton. The 11 30 P. M. line leaves Market Street Ferry, (upper side). (upper side). PROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:16 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 739 and 11 A. M., 259 and 5 F. M. for Schenck's 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 DEPOX.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$2:25.

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

Trenton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., 8 and 12 P. M. Lines will run dally.
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 Rallway ran direct to West Philadelphia Depot. Chesnut
and Walnut with leaver to gove a few sundays the and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., S and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

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

termediate stations.

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

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holty, Smithville, Ewansville, Vincentown, Birmincham and Pemberton.

Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, 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 The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at

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.:-| Mail Train | S-00 A, M | Paol Accommodath | 10/30 A, M, 1/10 and 7/10 P, M, East Line | 11/50 A, M, Erie Express | 11/50 A, M, Harrisburg Accommodation | 2/30 P, M, Laneaster Accommodation | 4/30 P, M, Parkesburg Train | 5/30 P, M, Cincinnati Express | 8/00 P, M, Cincinnati Express |

Cincinnati Express. 800 P. M.
Cincinnati Express. 800 P. M.
Erie Mali and Pittsburg Express. 9:30 P. M.
Erie Accommodation. 11:00 P. M.
Philadelphia Express, 12 night.
Erie Mali 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. Western Accommodation Train runs daily,

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ. :
Cincinnati Express245 A. M.
Philadeiphia Express
Erie Mail
Fast Line
Parkesburg Train
Laborator Train
Erie Express
Day Express
Pacific Express
Harrisburg Accommodation 9-40 P. M.
For further information, apply to
Por further involution apply to

JOHN F. VANLEER, Js., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street. No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
Ticket Agent at the Depot.
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special courract.

by special contract. General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Manch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows: cepted) as follows:— At 7-45 A. M. (Express) for Bethlehem, Allentown,

Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannook.

At 946 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Sgranton, and New Jersey Central and Morris and Essay Bullwads. ssex Haliroads. At 145 P. M. (Express) for Bethlehem, Eastor, dauch Chunk, Wilkesbarre, Pittston, Scranton, and At 5:00 P. M. for Bethlehem, Easton, Allentown,

nd Mauch Chunk. For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 6-45 and 10-45 A. M., and For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets,

Union City Passenger Railways run to the new TRAINS ARRIVE IN PHILADELPHIA. Prom Bethiehem 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. Fram Lansdale at 7 30 A. M. Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.
Philadelphia for Pethlehem 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. Doylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Ticketa sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.

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, Millville, Vineland, 3-15 P. M., Mail. for Cape Glassboro.
3-16 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-50 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered what below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between

Philadelphia and all stations. WM. J. SEWELL, Superintendent.

September 16, 1869.

RAILROAD LINES.

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

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

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

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

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

ware Railroad for Harrington and Intermediate stations.

Leave Wilmington 6:30 and 5:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

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

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, 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 700 A. M. and 435 P. M.

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

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

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

Trains leaving Wilmington at 630 A. M. and 415 P.

M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 525 Chesnut street, under Continental Hotel, where alse State Rooms and Berths in Sleeping Cars can be

State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3 \forall, 3 \forall, 4, 4 35, 5 05, 5 \forall, 6, 6, 7, 8, 9, 10, 11, 12 P. M. F. M.
Leave Germantown at 5, 7, 7 ½, 8, 8 20, 9, 10, 11, 18
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6), 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 4 08, 7, and 10½
P. M.

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

CHESNUT HILL RATHROAD.
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, 9:49, 11:40 A. M., 1:40, 8:40, 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

9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 73%, 9, and 11-05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8-05, 10-05, and 11½ P. M.
Leave Norristown at 5-40, 6½, 7, 73%, 9, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 73% A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's
lane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 23, 4, and 73, P. M.

Leave Norristown at 7 A. M., 1, 55, and 9 P. M.

FOR MANAYUNK. 13, 3, 4%, 5, 5%, 6%, 805, 10 05, and 11% P. M. Lenve Manayank at 6 10, 7, 75, 8 10, 9%, and 11% A. M., 2, 35, 5, 64, 8 30, and 10 P. M. The b P. M. train from Philadelphia will stop only

at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Devot NINTH and GREEN Streats Depot, NINTH and GREEN Streets.

PROPOSALS.

DROPOSALS FOR FORAGE DEPOT QUARTERHASTER'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 commencion 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, fifty-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 bushel; Hsy and Straw baled, and to weigh two thousand (2000) pounds per ton.

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 thousand five hundred and ninety-eight bushels of Oats, sixty-four tons of Hay, and sixteen tons of Straw. 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 required 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 The contractor will be required to keep at least on 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 responsible 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) dol-lars, signed by himself and two accepted sureties, will be required of the successful bidder for the faith-

Payments will be made monthly for quantity of forage and straw delivered, if 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-

Deliveries to commence immediately after award Deliveries to contract.

Proposals, 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. DROPOSALS FOR FRESH BEEF.

OFFICE OF A. C. S.,
FRANKFORD ARSENAL, PA.,
October S., 1869.

Sealed proposals, in duplicate, will be received by
the undersigned at his office until 12 M., October 30,
1869, for furnishing 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 Best 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, 1869.

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 "Proposals for Fresh Beef."
WILLIAM PHINCE,
First Lieutenant Ordsance,

First Lieutenant Ordnan

Brevet Captain U. S. A., A. C. S.

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

RIEGANT FURNITURE, AXMINSTER, VELVET, AND ERUSSELS CARPETS, SUPERIOR FIRE PROOF, RTC.

On Monday Morning,

October 18, at 10 o'cleck, No. 134 Arch street, by catalogue, the entire elegant furniture, comprising elegant wainst parior suit, satin coverings, elegant etagers, contra and boquet tables, clocks, landscome ornaments, olegant walmst half furniture, oak library furniture, superior cak dening room furniture, sine china, glass and plated warel elegant walmst half furniture, oak library furniture, superior cak dening room furniture, line china, glass and plated warel elegant walmst chemical events, warfrobes, mirror doors, fine hair and spring mattresses, feather bolsters and pillows, elegant Axminster, velvet and Brussels oarpets, etc. Also, refrigerator, kitchen utensits, etc.

Also, handsome parior fire-proof, made by Farrel & Rorting. ting.
The furniture was made to order, is of first quality, and

Catalogues now ready. SALE OF REAL ESTATE AND STOCKS, Oct. 19, at 12 e'clock noon, at the Exchange:— WALNUT, No. 1210—Valuable Brick Residence, DELAWARE COUNTY, Pa.—County Soat, Mansies, Tacres.
ELEVENTH, south of Filbert Genteel Dwelling.
GROUND RENTS -\$150, \$160, \$05, \$72 25, \$84, \$76 24.
MARKET, Nos. 1742 and 1744 - Valuable Store.
WALNUT, No. 1206 - Valuable Brick Residence.
LYNDALL, Stable and Coach-house.
SPRUCK, west of Thirty-ninth - Valuable Lot.
GLOUCESTER COUNTY, N. J. Country Seat, 456

Cross.
ST. JOHN, No. 454—Tavorn and Dwelling.
NINTH (North) No. 228—Valuable Residence.
ARCH, No. 1021—Valuable Residence.
TWENTY-SIXTH, North Penn Village—Large Let.
BROAD and BUTTONWOOD, N. E. Corner—Valuable ot and Buildings. RRANDYWINE, No. 1915—Genteel Dwelling. SOUTH PENN SQUARE, No. 1412—Modern Residence FORTY THIRD and ASPEN, S. W. Corner Modern

esidenca. TWENTY-FOURTH (North), No. 775-Modern Dwel-

Residence.
TWENTY-FOURTH (North), No. 175-Modern Dwelling.
TWELETH (North), No. 1839-Modern Residence.
SUMMER, No. 1121-Store and Dwelling.
THOMPSON, No. 1837-Modern Residence.
SPRING GARDEN, No. 213-Modern Residence.
GHERRY, No. 1135 and 1127-Valuable Livery Stable.
CHESNUT HILL-Three desirable Tracts.
GROUND RENT-845 a year.
THIRDY FIRST and MARKET, southwest corner—Traven and Dwelling.
LOMBARD, No. 1755-Genteel Dwelling.
TENTH (North), No. 285-Modern Dwelling.
Sabares Steam Generator Company in Pennsylvania.
6 shares Fonnsylvania Fire Insurance Company.
250 United States 529 Bond, 1825.
Sabares Assacian Adde Insurance Company.
4 shares Assacian Adde Insurance Company.
4 shares Assacian Adde Insurance Company.
5 shares Academy of Music, with ticket.
26 shares Academy of Music, with ticket.
27 shares Academy of Music, with ticket.
28 shares Academy of Music, with ticket.
29 shares Academy of Music, with ticket.
20 shares Academy of Music, with ticket.
20 shares Academy of Music, with ticket.
20 shares Academy of Music, with ticket.
21 shares Tenth and Eleventh Streets Pass. Railway Co.
22 shares Second and Third Streets Pass. Railway Co.
22 shares Second and Third Streets Pass. Railway Co.
23 shares Second and Third Streets Pass. Railway Co.
24 chalegaes now ready.

Peremptory Sale at the Fairmount Iron Works.

Peremptory Sale at the Fairmount Iron Works.
VALUABLE ROLLING-MILL MACHINERY, STEAM FNGINES, ROLLS, BOILERS, FURNACES, ANGLE AND TEE HRON, ETC.

On Wednesday Morning.
Cottober 20, at 11 o'clock, at the Fairmount Iron Works.
Cootes street wharf, river Schuylkill, will be sold at public sale, without reserve, the entire valuable machinery, steam engines, sic.

steam engines, etc.
Particulars in catalogues now ready. We will sell at Concort Hall, Chesnut street, above

Fwelfth, On the evenings of Wednesday and Thursday, October 20 THE CHOICE AND KLEGANT COLLECTION OF PAINTINGS BELONGING TO MR. CHARLES F. HASELTINE, NOW ON EXHIBITION, FROM UNTIL DAYS OF SALE, AT HIS GALLERIES, NO. 1125 OHESENUT STREET.

The collection, with other choice works by great mee, has fine specimens of the following:—

J. L. Gerome, Willens, Merle, Coornans, Obsvet.

Verboeckboven,
Verboeckboven,
Hamman,
Moulinet,
Hoguet,
Hersog,
Geocsurs,
Seignad,
Trayer,
Rtc. etc. otc. 193121 Coomans, Baughniet, B. C. Koekkoek, Carl Becker, Lejeune, Schaffels, Dargelas, Prudhon, Levy, Herbsthoffer, Brissot, szczewski. Onetan, Calix, Bunting, Durborow & Co., Auction-Bank street. Successors to John B. Myers & Co.

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 5t SALE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, On Tuesday Morning.
Oct. 19, at 10 o'clock, on four months' credit. 18 13 5t LARGE SALE OF BRITIPH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Oct. 21, at 19 o'clock, on four mouths' credit, 10 15 5t

MARTIN BROTHERS, AUCTIONEERS,— Clatchy Salesmen for M. Thomas & Sons.) No. 829 CHESNUT Street, rear entrance from Miner. SALE OF VALUABLE MISCELLANEOUS BOOKS, HOGARTH'S WORKS, FOLIO EDITION, ETO.

On Monday afternoon,
Oct. 18, at 4 o'clock, by catalogue, a collection of miscellaneous books, juvenile works; Hogarth's works, large folio edition; Encyclopedia Americana, 43 vols.: Littell's Living Age, bound, etc.

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 made

N. B.—Sale every Monday and Thursday. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street, rear entrance No. 1107 Sanson street.

LIPPINCOTT, SON & CO., AUCTIONEERS BOOTT'S ART GALLERY, No. 1020 CHESNUS

LOOKING GLASSES, ETO. ESTABLISHED 1795.

A. S. ROBINSON,

FRENCH PLATE LOOKING-GLASSES,

BRAUTIFUL CHROMOS,

PAINTING Manufacturer of all kinds of PORTRAIT, AND PICTURE FRA

NO. 910 CHESNUT STREET, 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 paper without moiting, or sent to any part of the country, for halls, parties, etc.

The leading physicians of Philadelphia recommend them, being composed entirely of pure fruits, cream, and sugar. TWENTY DIFFERENT FLAVORIS of these collection.

ICE CREAMS AND WATER ICES

Are kept constantly on hand, F. J. ALLECRETTI, No. 1224 WALNUT Street

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. Assigned Estate of JOSEPH J. GIESON, surviving partner of the firm of Frame & Gibson.

The Auditor appointed by the Court to audit, settle, and adjust the account of W. D. COMRGYS, Esq., assignee of JOSEPH J. GIESON, surviving partner of the flem of Frame & Gibson, and to report distribution of the halance, will meet the parties interested, for the purpose of his appointment, on THESDAY, Octaber 19, 1989, at II o'clock A. M., at the office of Edward Shippen, Esq., S. R. corner of SIXTH and WALNUT Structs, in the city of Philadelphia.

ESTABLISHED P The New York Dyein, and Printing Establishes out, STATEN ISLAND,

No. 40 North RIGHTH Street (West & de), Philadelphia : iROADWAY, New York.
This old and well-known Company
With the highest degree of skill, and the most approved
with the highest degree of skill, and the most approved
machinery, TO DYE, CLEA, and the most approved
writely of ADIES and GEV. ASE and FINISH every
variety of ADIES, and GEV. ASE and FINISH every
variety of ADIES.
GARMENTS CLEARS, Cascal superior manner f

ROTE.—This is our call O WHOLE. [0 17 furwing
office in Philadelphia.