From the Pall Mall Gazette, On this subject we have received the following communication from Mr. W. G. Clark, of Trinity College, Cambridge:-

"When M. Chasles gave an account to the Academy of Sciences in Paris of the manner in which he became possessed of the letters pur-porting to be written by Newton, Pascal, etc., he mentioned that among the papers which he had obtained from the same source were some in the handwriting of Shakespeare. Being in Paris last week, I called upon M. Chasles, and asked to be allowed to see these manuscripts, in order to test their genuinedess. M. Chasles most kindly and readily assented, and fixed an hour on the following day for my visit. I went at the time appointed, and spent three hours with M. Chasles in examining the so-called Shakespeare manuscripts. Among these are about a hundred letters, all in French, addressed to Mad'ile de Gournay, the friend of Montaigne, Montaigne himself vey the dramatist, Galileo, and others, Al hese are signed 'William Shakspere,' and were sold to M 'Shakspere,' and were sold to M. Chasles as originals. For the most part the only date appended is the day of the month. 'ce 15 Juin, 'ce 20 Mars,' and so on: a few have also the year, but none the place at which they were written. Most of them have the names of the persons to whom they were respectively written at the end, as 'a Mdlle, de Gournay, 'a Mons, de Larivey,' but there is no address out-

side any nor any trace of a seal. In a letter to Galileo, dated '22 Mai, 1613. Shakespeare writes to introduce a friend (un named) travelling in Italy, and takes the oppor tunity to send some sonnets of his own composi The first twelve are from the 'Sonnets published in 1609, four years before the date of the letter, and are those numbered 1, 2, 7, 8, 23 24, 34, 44, 45, 46, 64, and 65. In the manuscript each sonnet is written on a separate paper, and numbered 1, 2, 3, etc., up to 12, in the same order as in the printed editions.

From the use of the apostrophe to mark the genitive case, and from the spelling generally, I am certain that the writer copied these sonnets from some modern edition. Then comes the

A SONNEY. Like a ring without a finger, Like a bell without a ringer, Like a ship which ne'er is rigg'd Or a mine that's never digg'd. Like a wound without a tent Or civet-box which has no scent: Just such as these may she be said That lives, ne'er loves, but dies a maid.
William Shakspeare.

"Among the letters of Galileo, 3000 in num ber, all obtained by M. Chasles from the same source, is one to Mad'ile de Gournay, in which encloses a translation of these sonnets in French prose. The paper upon which the trans lations are written has a singular resemblance in size and quality to that upon which the originals are written. I entertain no doubt that the whole are modern forgeries.

'In many of the other letters attributed to Shakespeare, the frauds are 'gross as a mountain, open, palpable.' For instance, there is a letter to Larivey, dated 4 Janvier, 1577, i. e., according to our modern reckoning 1578, when Shakespeare was not quite fourteen years old. The youthful prodigy says: - 'Ce que m'avez ecrit de l'origine des spectacles en France m'a porte a faire quelques recherches sur coux d'Angleterre et vous le communiqueray si me le permettez.' He says that he has heard of the famou Rabelais, and asks his correspondent to send him both Rabelais' works and those of Joachim du Bellay. In another to the same, dated '2 De-cembro, 1577, 'he says:—'En lisant votre theatre l'y ay trouve des choses qui m'ont porte au desir de marcher sur vos traces, non que j'ave la pretention de vous suivre de pres, mais enfin e me sens entraine vers cette vocation.' goes on to ask for advice, and for French works to consult. Thus as Newton derived his science from Pascal, so Shakespeare derived his dramatic art from Larivey, and both in their tender years were masters of the French lauguage. In letter of a still earlier date, 9 Juin. 1576, addressed to a person not named, Shake-speare, aged twelve, says:—'J'ay lu avec beaucoup de satisfaction et de plaisir les ouvrages que vous m'avez envoyes et qui pour la plupart trai-tent du theatre. J'ay mis d'abord mes reflexions lien et sur le theatre Espagnol.

les œuvres de Marot, Ronsard, Desportes

Regnier, etc. . . Aussi, Monsieur, veuillez me tenir au courant de ce qui paraitra de nou-

correspondent that he has often heard of him

from Ronsard, 'the paet of Mary Stoart.' Evi-

dently the forger supposed that Ronsard accom-

panied Mary Stuart to England. He has con-

veau.' In another letter Shakespeare tells

founded Mary with her mother. Mary of Lorraine. 'In a letter to Mad'lle de Gournay, dated '20 Mars, 1594, Shakespeare speaks of the death of Montaigne as an event of which he had very recently heard. Now, Montaigne died September 13, 1592. In the same letter he says that a friend of his has translated Montaigue's Essays Florio's translation, to which the allusion is doubtless made, was only published in 1603. Finally, in two letters to Mad'lle de Gournay, dated '12 Juin, 1614,' and '10 Aout, 1614, he speaks of his intimacy, with Mary Stuart, and feeling that he is now at the close of his career, he sends to Mad'lle de Gournay, as a precious deposit, two hundred 'emblemes d'Amour,' written by Mary Stuart in her own hand for her first husband, Francis II, which she confided to hakespeare's care, because her new husband (presumably Darnley) was jealous of the affection which she bore to the first. Now, Mary was married to Darnley July 29, 1565, and Darnley was murdered February 9, 1567, when Shakespeare was not quite three years old. It is needless to add that these 'emblemes d'Amour' also form part of this wonderful collection. Among other papers are a hundred Devises d Amour, 'i. e., a hundred French proverbs and sayings relating to love. each written on a slip of paper, with an English translation, and signed 'W. Shakshere.' Here are some specimens:—'18. Amour valuqueur des Love conquers the Goths." French 'devise,' which I omitted to copy, is 'Co dien est tout puissant,' or something to that effect, thus translated: Wath is it Goth can't In another we find 'War encroages love. meaning, I suppose, 'encourages.' Again, 'Unhappy are those which is touched by it -a remarkable lustance of the laxity of Shakespeare's grammar. Again, 'The mouth utters waht the

"Besides what I have mentioned, there are several slips of paper, all signed by Shakespeare. containing materials for a jest book apparently

I am willing to grant you the favour you ask me, said a young lady to her spark, after you have given me what you have not, what you can never have, and yet what it is in your power to give me. Perhans the spark did not understand that riddle, which meant nothing else but a husband.—W. Shake-

'Another, signed also 'Shakespeare,' is called Anecdote, and begins thus: -'A cavalier, that had a very fine woman in his eye, could not for-bear telling her that she was wonderful pretty.

"Monslear Chasles, who is naturally loth to admit that he has been so grossly imposed upon. still endeavors to convince himself of the genuineness of some; at least, of these documents He says that the person from whom he received them is a thoroughly liliterate man, whereas it would require considerable knowledge of languages and great erudition to forge such docaments. But a manewho writes 'wath' for 'what and 'Goth' for 'God' cannot have a very profound knowledge of English, and the crudition, such as it is, may all be derived from the pages of the Biographie Universelle.' If the forger had studied even that with tolerable care, he would have avoided the monstrous anachronisms which I have pointed out. In conclusion, I feel bound to state that I believe M. Chasles to have acted throughout with perfect good faith. His own honesty and simplicity of character have made him the victim of an unscrupalous

COUNCILS AND PILGRIMAGES IN THE NINETEENTH CENTURY.

From the Pall Mall Gazette. The great Œcumenical Council, which a few weeks will now call into activity, will bring into prominence many a strange contrast between historical recollections and modern life. When we read of many hundred venerable fathers of

the Church flocking to Rome from East and West in obedience to the summons of the successor of St. Peter, our mind goes back, skipping over such recent events as the assemblle at Trent and Constance, which were in truth little more than partisan meetings of the "caucus" order, to the early memories of Nice and Ephesus and Chalcedon. But how strangely different the external features of modern and ancient solemnities! Then, the neeting of such a number of representatives of the Church is one place, and under one gaidance, was matter of peril, adventure, and romance It involved long absences from their respective dioceses. There were danger from pirates, robbers, hereties, false brethren. Many bis died on their way to or from the councils. Many had to return to sees desolated by faction or by war. For all round the border of the civilized world lowered the countless hordes of barbarians-Northmen, Huns, Arabs, Vandala-ready to close upon the frontier and break through at any weak point of defense, and rendering at last (as they did for many centuries) the assembling of councils of any pretension to universality impossible. Now, whatever the spiritual difficul-ties of the Council of 1860 may be, its physical economy will be managed with all the precision and comfort of a first-class watering-place in a prosperous season. Hundred of e ceellent persons decent but somewhat monotonous episcopal cestume will arrive by rall and steam, free (in all probability) from let or hindrance of any kind, barring accidents not to be foreseen or ex-pected. They will be fed, boarded, cared for. like the guests in some great hotel establish-Their expenses-moderate enough, from the perfection to which travelling arrangements have now been brought—will be defrayed willy by trifling subscriptions on the part of the faithful of their respective dioceses. They will con over their daily telegrams and read their daily newspapers. While lutellectual progress, such as we hereties consider it, is undergoing the condemnation of the Syllabus, material progress, which we are commonly apt to connect with it, will supply all its new and marvellous resources to aid the Papal design, by Intricating, in a mechanical point of view, the wheels of the Conneil. It is a strange peculiarity of this cen tury that aged institutions, habits, and practices, which appeared some years ago to be perishing of strophy and neglect, should be thus alded in recovering their footing by the appliances of modern science, art, and industry. But the (Ecu-

The report of our Consul at Jedda has recently informed the public that 110,000 pligrims are estimated to have assembled at Mount Arafat on the occasion of the pilgrimage of last spring to Mecca. This number exceeded by no less than 25,000 that of the pilgrims of 1868. The spirit of Mahometan pilgrimage has thus experienced, and continues to experience, a great re-vival, simply owing to facilities of transit. The faithful are hurried across Egypt from the west and north by rail and steam. India is furrowed with railways, which bring the devout portion of her thirty millions of Moslems to the coast, thence to be conveyed speedily and safely across the sea of Jedda. From that port to Mecca the old caravan journey must still be accomplished as of yore; but even there the necessity of going ahead begins to be felt, and we are told that the Governor of the Hediaz is organizing a company, against next spring, for the conveyance of pilgrims in "carriages drawn by "Let them come unto thee on foot, saith the Koran in the chapter of the Pilgrim-age, 'and on every lean camel arriving from every distant road: and let them pay their vows and pass the ancient house." Modern devotees, we have seen, are beginning to pay their yows after a far more comfortable fashion. And the sanitary arrangements seem to have been improved even more than the locomotive. withstanding the great heat of the weather, says the consul, "the public health at Mecca was remarkable; the total mortality while the ceremonies lasted amounted only to forty-In fact, strange as Arabian, Egyptian, and Indian Govern-ments all watch with considerable anxiety dessein de me bien penetrer de tout ce qui tient a ce beau langage qui se prete si bien a l'art poetique. C'est vous dire avec quel plaisir j'ay health arrangements grimages. A quarantine physician (Dr. Waterian) looks after the maritime part of the business at Jedda. And the Constantinople Board of Health has informed the various steam companies concerned that "not more than one pil grim for every two tons of burden can be allowed vithout subjecting a vessel to quarantine. Those who returned via Suez this year were al "put into quarantine at Moses' Well." we are informed that the Medina division of the pilgrims "returned as usual by way of Yembo, and as usual were plundered on the road by Bedouin robbers," the only little bit of old-fashloned romance which seems to cling to the great pilgrimage.

menical Council will afford by no means the only

instance of this paradoxical revolution in human

rious relation is that it denotes a revival in Mussulman devotion, as indicated by outward ob-servance, much of the same order with that which has impelled the West towards councils and synods, and clerical gatherings in general. and processions to miraculous sites, and other demonstrations which some years ago would have been deemed appurtenances of ages long gone by. We have seen the Church Rome rise (as far as outward signs of life are concerned) out of the decrepitude which most observers assigned to it sixty or seventy years ago. Similar seems to be the course of events in Islam. When Burckhardt was at Mecca 1814) the number of pilgrims was about 70,000. But it was then in course of diminution: it was commonly supposed and predicted that the observance had grown antiquated, along with the spirit of devotion which engendered it, and that it would in no long time die out. What circumstance has thus suddenly rekindled the old ashes of Mahommedan zeal? It may be that the move ment is really in part religious, and that as in the various Christian persuasions, so in that o Islam, there has been something of a renewal of original fervor. But we are inclined to attribute great deal more to the simple cause to which we first adverted—the inviting ease with which a duty is now accomplished which cost of old so such of time and labor. Philosophers and men of science look on with some astonishment at the recandescence of religious activity which begets both councils and pilgrimages and de not notice how much their own achievements— their victories over space and time—on which they counted for the extirpation of what they deem fanaticism, have really done to assist its

manifestations. But these are only slight eccentric deviation rom the general rule which governs the advance of society. No one supposes that the singular reaction which has taken place in respect of the pilgrimage to Meeca will really arrest the slow but certain decline of Mohammedanism. No one, except very superficial enthusiasts. will suppose that the destinies of the Church of Rome, whatever they may be, will be materially affected by the superficial agitation raised by councils and synods and "functions" in general. These things are not really of our day, nor in accordance with that deeper religious feeling which as we hope, has grown up among us, Catholic and Protestant alike. And the mere mechanical case with which such matters are now accomplished, by removing the difficulties attending them and effacing their romance, diminishes what effectiveness they might otherwise possess It stimulates not piety but curiosity and the spirit of meddling, and that half religious, half worldly excitement which has attractions for so many minds. Any movement of this kind can do but little permanent good, but may cause serious, if temporary mischief.

-France would not let the Prince of Wales see the butcher Traupman. -A man has recovered \$7000 from the Boston and Railroad Company for running over him with

"-The best paid people on earth are said to be prima donnas, English bishops, and patent medicine a hand-car.

GENERALITIES.

"Lick Him Like Fun." An Eastern youth travelling in the uncivilized regions between here and California, provided himself with a small pistol, so as not to be out of fashion. While he was apparently examining it, but really "showing of," a brawny miner, whose belt was weighted with two heavy six-shooters, asked him what he had there. "Why," replied the young man from the East, "that is a pistol." "Wai," s rough, "if you should shoot me with that should ever find it out, I'd lick you like fun."

Carlous Case of Presentiment. One of those curious cases of presentiment o which we so often hear has just occurred in Atlanta Ga. A workman in the railroad shops there per-sistently said he had a revelation that he should dis sistently said he had a feveration that he should die at 12 o'clock on Tuesday last, and at his request a fellow-workman promised to toll the bell of the works at that hour. The day and the hour came. The man dressed himself in his best, and lay down upon his bed to await the speedy coming of the dread messenger. The solemn note of the bell was ounded, but the man-did not die,

Byron's Heart.

There is to be found in the old English prints a outling story entitled "The Lover's Heart." According to the dying request of the Count de Coucey, is heart after death was embalined and sent back to is mistress as an evidence of his unwavering devonghi in 1822, was also taken out and embalmed The Greeks begged for it, and when it was given to them, they enclosed it in a silver case. Four years later, after the protracted siege of Missoloughi, a sallying party, carrying the relic with them, out a way with great sacrifice of life through the Turkish lines; but the heart was lost in crossing the marshes,

A Heavy Penalty. Corporations are not invulnerable to the law be-cause they are opulent, as will be discovered in the

The Hudson River Railroad Company has been The Hudson River Rancon Company has been unleted in the sum of \$27,819'11, in flues, costs, etc., for over-charging Philo Johnson, a commuter, who, furing the year ending May 5, had made 540 trips over the road between the depot at Twenty-ninth twenty-five cents a trip in summer and thirty ents in winter. This was in violation of the act of 57, which fixed the rate at two and a half cents per mer months. The suit has been pending since

A Fossil Flying Dragon.

The British Museum has lately received the fossil emalus of a flying dragon, measuring upward of our feet from tip to tip of the expanded wings. The ones of the liess, wings, legs, tall, and great part of he trunk with the ribs, blade-bones, and collar-ones are imbedded in dark lins single from Lyme Regis, on the Dersetshire coast. The head is large in proportion to the trunk, and the tail is as long as the rest of the body; it is extended in a straight suff e, the vertebral bones being surrounded and bound gether by bundles of the long needle-shape ones; it is supposed to have served to keep out stretched, or to sustain a large expanse of the embrane or parachute which extended from th the wings to the feet, and shread along the between the hind limbs and tall, after the ashion of certain bats.

Shocking Positively Shocking!

Will not the reader shudder when he reads this item from the New York Posts... em from the New Four Four-same avery ardent students of physiology are now regaged on what they call "Experimental Heimbul-logy," which seems to mean the cultivation of rasites in the human body and in other animals r the purpose of tracing their habits and the effects by produce. Even poor Polonics was only invited caten'—after pe had ceased to have any use of his own flesh and blood; and any "convocation of politic worms" that propose to hold a diet over us might wait, one would think, as long. But those who happen to have an "experimental helmluthologist" in their families have no choice; he will be making them subjects of experiments, whether they will of

The Savages on the Texas Border. The Indians upon the Texas border are commit-ting all sorts of outrages upon the people, and the military authorities seem to be powerless to prevent or punish them. On the 24th ult, a party of four mounted Lapans crossed the Rio Grande, eighteen miles above Fort Duncau, and drove off nineteen horses and a herd of cattle, besides killing a number of fine fat cattle in more wantonness, the property of Mr. Griff. Jones. Mr. Green, whose ranche is eighteen miles north of Fort Dancan, lost thirteen hend of horses, also some cattle. On September 20 a six-mule team, loaded with goods for San Antonio, was captured by a strong party of Indians, and the mules and goods carried off. The San Antonio Herald of the 9th says:—"Last Saturday week some twenty-five Indians made their appearance on the San Jerosymo same filteen or giving a miles from our city. cimo, some fifteen or eighteen miles from our city ear Odom's Ranche, and leisurely killed a beef, had repast, and then drove away six head of horses selonging to Odom, and from the Horndon Ranche, three miles below, seven

Anna D.'s Attractiveness Rulned. A Boston correspiration of the Chicago Republican says Anna Bickinson has ruined her attractiveness as a speaker by the adoption of a fashiomable costume. She used to dress plainly, but at the Music Hall the other night (we quote) "I saw the old-time enthusiasm break out in the audience as the curly head came up the stateway. I could but note how it broke down when the long, sweeping trail rustled and wiggled its way across the platform, past sturdy reformers) and strong-minded women in modest delaines. The effect was like a dash of cold water on the enthusiasm of that andience. In vain the dights of cloquence, in vain the lotting sarcasm, the keen wit, the indignant scorn so lavishly bestowed upon those scapegoats John Tod' and Horace Bashnell. It was 'Prometheus bound.' The fair lecturess, who can brook no table or desk, stood stiftly and uneasily can brook no table or desk, stood stiftly and uneasily fettered and held down by the heavy weight of train stretched out on the platform, while the occasional movements and kicks given the appendage only betrayed the inexperience in the management

What the Pacific Road has Done. The Union Pacific Railroad is succeeding full up to the reliable expectations of its enterprising pro-jectors and builders, and is proving of great value in stimulating the development of the route traversed, which, after all, was the task assigned it. The Kunsas Pacific is in operation through Kansas, and is now being extended to a connection with Denver and the Union Pacific. No doubt, in view of the rich mineral resources of Colorado, branch lines will be built to the various enjoyed districts as is the case built to the various mining districts, as is the case in Pennsylvania, and Colorado will become what without railway facilities it never could—a populous and flourishing State.

Arrangements have been made that will lead to the speedy building of the great Northern Pacific Hallroad from Lake Superior to Puget Sound, thus opening up the line of emigration from the seaboard and the West to Montana, Idaho, and Washington. This is believed to be one of the most practicable routes of all the various projected ones, the valleys of the Missouri and the Columbia rivers offering great inducements. Rallroads built up Illinois and owa, and railreads are now building up Kansas and Nebraska. This is a land of giant enterprises, and all that we have as yet done must be regarded as the prelude only to still vaster things that are to follow. The building of the Pacific Railroad has shown to the world that we can do what we have

been talking about. The Eternal City Waking Up. The Romans are becoming infected with the progressive spirit of the century. Among important improvements contemplated is the opening of the old commercial port of Ostla, and its connection by a railway with Rome—the Eternal City. Vast hydraulic works are to be executed at that place in order to remove the obstructions of the mouth of the Tiber, at a cost of nine million france. The port was abandoned in 1612, on account of the accumulations of denseit, which closured the barrow are tions of deposit, which clogged the haroor and formed the bar of Fiumara; moreover, the place was so unhealthy that even laborers fied at night-fall from the pestiferous spot. Among the committee of stockholders of the Ostia Railway and Harbor Com-pany figure the names of the leading and ma-wealthy Roman princes and nobles, and the Aposwearry roman princes and nones, and the apos-tolic Chamber has contributed three hundred thou-sand francs in money to the enterprise. If the undertaking succeeds—and there is no reason why it should not—the advantages to Rome will be inesti-mable, for the Eternal City will possess a fine port and harbor on the Mediterranean, only a half hour's distance by ratt. Passengers can arrive by steamer from New York, and in less than an hour be in their apartments at Rome.

Spirit. Rappings Exposed.

The Pall Mail Genetic says:—

'Those who have been in the habit of listening with awe and adoration to the solemn utterances of domestic furniture will read with some surprise a letter in the Standard, from Mr. W. G. Faulkner, philosophical instrument maker, in which he states that for many years he has had a large sate for spirit-rapping magnets and batteries expressly made for concealment under the floor, in copboards, under tables, and even for the interior of the centre support of large round tables and boxes. He has sup-plied also quantities of prepared whe to be placed under the carpets or ollcloth, or under the wainscot and gitt beading around ceilings and rooms. All these, he says, were obviously used for spirit-rapping; and the connection to each rapper and battery was to be made by means of a rapper and battery was to be made by means of a small button, like those used for telegraphic bell-ringing purposes, or by means of a brass-headed or other nail under the carpet at particular patterns known to the spiritualist. These rappers he nois, when carefully placed, are calenated to shistead the most wary. Then there are spirit-rapping magnets and batteries constructed expressly for the pocket; and these, he tells us, will of course rap at any part of the room. He has also made drains and bells

which will beat and ring at command; but these two latter are not so frequently used as the magnets are, because they are too easily detected. We quite believe Mr. Faulkner, but we should like to know who gave him the order for all these wires, magnets, and batteries."

A Dingnosis of that "Dendly Disease." If we may trust the Miner, published at Prescott, in Arizona, a deadly disease has broken our among the Apaches who roam through Arizona Territory, robbing and murdering. The Miner reports:—"The sudden death of twelve strapping, marderous indians, killed in the recent fight, is sufficient cause to stir the blood and glaiden the heart of any frontiersman. Then, be it known, that on the 22d day of August last, Peace Commissioner Somerby, who August last, 'Peace Commissioner Somerby,' who also holds the rank of captain of the Sth Cavalry, with twenty-nine fighting 'friends' of Company B, sth Cavalry, citizens Willard, Rice, and George Menroe, had the very good fortune to get within shooting distance of a band of about thirty villatnous Indians, nine of whom were taken suddenly ill. died on the spot, with their mouensins on. The re-mainder saved themselves by flight," The "sudden illness" was perhaps "fead poison-

The "sudden liness" was perhaps "lead polson-ing." There is a grim humor in calling a dragoon captain a "Peace Commissioner," which reminds us of the answer of a Moutana miner who was asked if there were not some good Indians in the Western country:—"There are no good Indians but dead in-dians," he sententiously replied.

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE Trains will leave Depot corner Broad street and Washington avenue as follows :-Mail Train at 8:30 A. M. (Sunday excepted),

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington or Cristicid 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 Haltimore and Washington, stopping at Chester, Thurlow, Linwood, Chymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perrys de Grace Absolute. Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Winnington.
Leave Philadelphia at 11:00 A. M., 2:39, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:20, 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 1725 A. M., Way Mall; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkion, Newark, Stanton, Newport, Wilmington, Claymout, Linwood,

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 425 P. M.

The 730 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.

will leave Philadelphia daily (except Sundays) at 1:30 P. M., running to Oxford.

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

Trains leaving Wilmington at 6:30 A. M. and 4:15 P.
M. will connect at Lamokin Junction with 7:09 A. M. and 4:30 P. M. Trains for Baltimore Central R. R.

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

H. F. KENNEY, Superintendent.

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

New York and Way Places.

FROM WALNUT STREET WHARF.

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

At 8 A. M., via Camden and Jersey City Ex. Mail., 5-00

At 2 P. M., via Camden and Amboy Express. 5-00

At 6 P. M., for Amboy and intermediate stations.

At 6-20 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., 19 M., 2, 3:30, and 4:30 P. M., for At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:50 P. M. for Bordentown, Florence, Burdington,

P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Elverton.

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

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$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 Morrisalle and Tullytown.
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 DEPOY. Via Connecting Rallway. At 2:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City, Fare, \$3-25. At 11:50 P. M., Emigrant Line, Fare, \$2. At 9:50 A. M., 1-20, 4, 6:45, 8, and 12 P. M., for

At 9 30 A. M., 4, 6 45, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 8 and 12 P. M. Lines will run daily.

All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnat, 39 minutes before departure. The cars of Market Street Hall-way run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street ears will run to connect with the 9-30 market with the 9-30 Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAHLBOAD LINES.

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schoolev's Mountain at

chooley's Mountain, etc.
At 7:20 A. M. and 3:20 P. M. for Scranton, Stroudsourg, 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 inermediate stations.

AMDEN AND BURLINGTON COUNTY AND PENDERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHLES AND ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-20, 5, and 6-20 P. M., for Merchantville, Moorestowa, Harford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pembertou.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3-20 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.

WEST CHESTER AND PHILADELPHIA

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., 1-55 P. M., 4-50 P. M., and 6-55 P. M.

M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 860 A. M. will stop at B. 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 dia, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-45 A. M., and change cars at B. C. Janetion, 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 the Chesnut and Walnut streets cars. Those of the Market street line ran within one square cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:00 A. M. and 2 in P. M. Leave West Chester for Philadelphia at 7:55 A. M. WILLIAM C. WHERLER,

General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schnylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Leaving the Company's depot at Thirteenth and

Callowhill streets, Philadelphia, at the following hours: - MORNING ACCOMMODATION.

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 9:15 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nhagara Palis, Buffalo, Wilkesbarre, Pittston, York, Cardiale, Chambersburg, Hagerstown, etc. Hagerstown, etc.
The 730 A. M. train connects at READING with

East Pennsylvania Railroad brains for Allentown, etc., and the S:15 A. M. train poanects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawassa Railroad trains for Williamsport, Lock Haven, Elimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Suson una trains for Nor-

Pinegrove, etc.
AFTERNOON EXPRESS. Leaves Philadelphia at 3 3 ottsville, Harrisburg, etc., co ing and Columbia Railroad tra POTTSTOWN ACCO. Leaves Pottstown at 6.25 A. stopping at inter-

. Returning, leaves Philad rives in Potistown at 640 P. EADING AND POTTSVILL ACCOMMODATION. Leaves Pottsville at 5:40 A . M., stopping at all way stational; arrives in Phila-elphia at 16:15 A. M. Heturning, leaves Philadelphia at 5:15 P. M.; ar-

rives in Rending at S.P. M., Man at Pottsville at 9-40 P. M. P. M.
Trains for Philadelphia leave liberisburg at 8:10 A.
M., and Pollsville at 9 A. M., ar using in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Poltsville at 2:45 F. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation 15 A. M. and Harrisburg at 1 caves Reading at at Reading with Afternoon at 6:30 P. M., arriving in Phili Market train, with a passes 'hiladelphia at 12:45, noon. lile and all way stations: leaves Pottsville at min for Philadel hia and all way stations.

All the above trains run da Reading at 8 A. M.; returning from Reading at 4 25

CHESTER VALLEY RAILROAD, Passengers for Downing points take the 7430 A. M., 12 from Philadelphia, Return at 640 A. M., 1 and 545 P. M., PERKIOMEN M. tron Downingtown

PERKIOMEN 103
Passengers for Schwenksville n 7:30 A. M. 12:45, and 4 no P.M. trains from Phil. Schwenksville at 555 and 8 12 lines for the various points in klomen Valley connect with trains at C hwenksville. COLEBROOK DALL HEOAD,

Passengers for Boyertown take the 750 A. M. and 450 P. crarediate points alas from Philade phia, returning from Boye u at 7.25 and 11:50 NEW YORK EXPRESS FO. PITTSBURG AND Leaves New York at 9 and 5 and 8 P. M.,

passing Reading at 12:35 A. M., M., and connecting at Harrisonia and Northern Central Ratio for Pittsburg, Chicago, William with Pennsylva-Express trains more, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Exposs from Pittsourg at 2:10 and 5:20 A. M. and 4:40 P. M. passing Read-P. M., passing Read-and C16 P. M., and c00 and 1145 A. M., ing at 440 and 705 A. M. arriving at New York at and 10 20 P.M. Sleeping cars through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at \$10 A, M, and 200 P, M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY HAILROAD.

SCHUYLKILL VALUE OF AUTHOUSE.

Trains leave Pottsville at 6-30 and 11-30 A. M., and 6-50 P. M., returning from Tannaqua at 8-35 A. M., and 2-15 and 4-50 P. M.,

SCHUYLKILL AND SUSQUEHANNA RAHLROAD.

Trains leave Auburn at 2-3 A. M. and 3-20 P. M., for Pinegrove and Harrisburg, and of 12-10 noon for Discourage from Harrisburg.

Pinegrove and Harrison H. and Ed 12 19 noon for Pinegrove and Tremont, returning from Harrisburg at 7:25 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.

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

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate sta-tions by Reading and Polistown Accommodation rains, 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

uperintendent, Reading. COMMUTATION TICKETS At 25 per cent. disount, between any peints designed, for families 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 re-CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half face.

EXCURSION TICKETS from Phandelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT —Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Wirlew streets.
MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and

places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 F. M.

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-45 noon, 5 and 7-15 F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE—Dungan's Express will collect baggage for all trains leaving Pic adsiphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEEN'TH and CALLOWHILL Streets.

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsy . and Contral Railroad leave the Depot, at THIRT - 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 Winut streets cars run within one square of the Depot.

Steening car tickets can be backet application of Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call

for and deliver baggage at the super. Forders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE MIPOT, VIZ. 1-

Erie Accommodation. Erie Accommodation. 11:00 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock.
Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

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

TRAINS ARRIVE AT DEPOY, VIZ.:

Harrisburg Accommodation 940 P. M.
For further information, apply to
JOHN F. VANLEER, J.R., Ticket Agent,
No. 101 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggages exceeding that amount
in value will be at the risk of the owany, unless taken ...... 9 40 P. M.

in value will be at the risk of the owner, unless taken

EDWARD H. WILLIAMS General Superintendent, Aitoons, Pa. AUDTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SaleNo, 1005 8. Third street.

HCUSEHOLD FURNITURE, FRATHER REDS, ENGRAVINGS, BRUSSELS, INGRAIN AND OTHER CARPETS, ETC.

On Tuasday Morning.

Oct. 38, at 10 o'clock, at No. 1035 8. Third street, above Washington avenue, the bussehold furniture, feather beds, engravings, gas consumer, cooking stoves two summer ranges, cocking atensils, Brussels, ingrain, and other carpets.

SALE OF REAL ESTATE AND STOCKS, t. 26, at 12 o'clock noon, at the Exchange, will in MOUNT VERNON and ELLIS, N. W. Corner-Three

Modern Dwelling: SPHING GARDEN, No. 1918 Elegant Residence. ARCH, No. 832 Valuable Store, 22 feet front, WALLACE, No. 1629 Elegant Residence, 49 by 169. SPHUGE, No. 633 Desirable Residence. RIDGE AVENUE and NICETOWN LANE LOCUST, No. 811 Desirable Dwelling, ELM and POINT Streets, Camden, N. J.-Mill, Ma

inery, etc. VINE, No. 120 Modern Dwelling, SEVENTH and BROWN, S. W. Corner Store and SECOND, No. 225 (South) - Valuable Store, EIGHTH (South), No. 1151 - Store and Dwelling, REED, west of Second Church Paperty, GROUND RENTS - \$42 30, \$32, \$5712, 852, \$27, \$30, \$95,

PRONT (South)—Nos. 700, 802, and 806.
CAMAC, No. 1851—Modern Dwelling.
WALNUT, No. 305—Modern Brown Stone Residence.
COATES, No. 152—Modern Residence.
PLOVER, No. 712—Gentsel Dwelling.
PROSPEROUS Alley, Nos. 262, 204, and 268—Frame

ELLSWORTH Street, east of Twenty sixth street Two

rick Dwellings.

WHARTON, No. 318 — Modern Dwelling.

EANCASTER A venue, No. 4638 — Genteel Dwelling.

Schares Union Steamship Co.

Schares Philadelphia Steamship Dock Co.

Is chares Continental Hotel Co.

10 chares Philadelphia and Southern Mail Steamship Oc.

20 chares American Merchants Union Express Co.

shares Philadelphia and Southern Mail Stemmship Os.
shares American Merchants Union Express Co.
shares Gentral Transportation Co.
shares Buck Mountain Coal Co.
Of shares Bingham Mining and Lambering Co.
Of Shares Bingham Mining and Lambering Co.
Of Os. 10 Monument Cemetery.
Os Canden and Albert 1875.
Six Huntingden and Read Top Istimerizage bond.
4 shares Camden and Atlantic Railroad Co. preferred.
shares

Land Co.

Sabares Second and Third Streets Passenger Railway

ompany. 40 shares Enterprise Insurance Co. Facenters' Percomptery Sale—Estate of Isaac Brown

Facentors' Peremptery Sale—Estate of Isaac Brown
barker, deceased.

25 shares Ginged National Bank.

16 shares Commercial National Bank.

19 shares Westorn National Bank.

19 shares Pennsylvanta Ratiroad.

25 shares Ichigh Navigation Stock.

10 shares Setuylkill Navigation too, perferred.

114 shares Schuylkill Navigation to, common.

124 shares Schuylkill Navigation to, common.

125 shares Schuylkill Navigation to, common.

126 shares Schuylkill Navigation to, common.

127 shares Comberland Valley Railroad Co.

128 shares Comberland Valley Railroad Co.

129 shares North American Insurance Co.

120 shares North American Insurance Co.

120 shares North American Insurance Co.

121 shares North American Insurance Co.

122 shares North American Insurance Co.

132 shares Rottley Marketten Loan.

133 control of Common Schuley and July.

134 con Borough of Carliele Loan.

140 Borough of Carliele Loan.

15 con Borough of Carliele Loan.

15 Sale at No. 1815 N. Thirteenth street.

Sale at No. 1815 N. Thirteenth street.

HANDSOME FURNITURE, BRUSSELS AND IMPERIAL CARPETS, ETU.
On Wednesday Morning,
Cetoner 27, at 10 o'clock, at No. 1815 N. Thirteenth street,

above Montgomery arenue, by catalogue, the entire loosebold (uniture, comprising walnut parlor furniture covered with hair cloth; elegant walnut chamber suit, cot age chamber soit, malegany sitting-room furniture, con-re and bouget tables, wainut extension table, walnut hat tand and etagere, feather beds, bolsters and pillows; attresses, china and glassware, sewing machine, made y Wheeler & Wilson; Brussels and imperial carpets, itches utcusib, etc.

Stay be examined on the morning of sale at \$ 10 23 3t.

DETCH FLOWER ROOTS.

On Wednesday Morning.

Oct. 27, at 11 o'clock, at the auction rooms, one case comprising a general assortment or superior selected byacunths, tulips, crocus, narcissus, iris, dezcunculus, galantinas, etc., from Vandershoot & Son, Haarlem, Holland.

EXTENSIVE PEREMPTORY BALE.

EXTENSIVE PEREMPTORY SALE.

STOR OF

ELEGANT CHAINET FURNITURE.

MANUFACTURED BY GEORGE J. HENKELS
EXPRESSLY FOR HIS WAREROOM SALES.
Flegant Rosewood and Walnut Parfor and Library Suits,
Wainut and Ebean Chamber Furniture. Centre and Bouquet Tables, Sideboards, Etageros, Fancy Chairs, etc.

On Friday Marning,
Get. 29, at 10 o'clock, at the Auction Rooms, Nos. 129
and 141 S. Fourth street, by catalogue, a spiendid assortment of first-class cabinot furniture, manufactured by
George J. Henkels expressly for his wareroom sales.

This sale will comprise the largest amount of first-class
invaluer ever offered at public sale, and will be held in
our large sales room, s-cound story. Purchasers are assured
that every article will be sold without reserve or limitation.

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 221 and 231 MARKET Street, corner of Early Street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHORS, HATS, CAPS ETC. ETC., On Tuesday Morning, Oct. 26, at 10 o'clock, on four months' credit. 10 20 5t LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, October 28, at 10 o'clock, on four mouths' credit. 10 23 5t

IMPORTANT SALE OF CARPETINGS, GIL CLOTHS, ETC. Con Friday Morning,
Oct. 29, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, eli cleths, rugs, etc. 10 23 5t

C. D. MCCLEES & CO., AUCTIONEERS,

On Thursday Morning.
Out. 23, at 10 o'clock, embracing prime and seasonable goods from the best city and featern manufactories, to which we invite the attention of the trade.

THOMAS EIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1167 Sansom street.

Sale at No. 110 Chesnut street.

ELEGANT SILVER-PLATED WARE AND TABLE

CUTTLERY.

Con Thousand Morning.

At 11 welcock, and in the evening at 7% o'clock, will be sold, a large stock of elegant silver plated ware, consisting of tear rates, or new and elegant patterns; dinner and breakfast castors, in great variety; saleut ice-pitchers; wine and pickle castors; butter dishes; syrup pitchers; cake baskets; goblets; dinner and dessert spoons and forks; table knives; napkin rings; berry dishes; tureens; vegetable dishes, etc.

The goods will be open for examination on Monday.

LIPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE OF 1000 PACKAGES AND LOTS FOREIGN AND DOMESTIC DRY GOODS, Dreas Silks, Linen Goods, L. C. Hidkis, Tollet Quilts, Kid Gloves, Corseis, Millinery Goods, etc., etc. Also, a special offering of 55 cases Shirts, Drawers, and Jackets, Also, Hack Gloves, Germantown Woolens,

On Wednesday Morning, October 27, at he o'clock, on four months' credit. 10 25 21 MARTIN BROTHERS, AUCTIONEERS .-(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor. BSCOTT'S ART GALLERY, No. 1020 CHESNUS

WINDOW GLASS.

"WINDOW GLASS."

EVANS, SHARP & CO., NO. 613 MARKET STREET,

are daily receiving shipments of Glass from Works, where they are now making 10,000 feet They are also receiving shipments of

FRENCH WINDOW GLASS. Rough Plate and Ribbed Glass, Enamelled Stained, Engraved, and Ground Glass, which they

LOWEST MARKET RATES.

CARPENTERS AND BUILDERS. R. R. THOMAS & CO., DHALERS IN

Doors, Blinds, Sash, Shutters \* WINDOW FRAMES, ETC., N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA.

OHN FARNUM & CO., COMMISSION MERS chants and Manufacturers of Concatogs Ticking, etc., No. 23 CHESNUT Street, Philadelphia, 41 wims