NEWS SUMMARY.

Domestic Affairs.

Gold closed yesterday at 136½.

—Father Hyacinthe will probably not visit Boston.

—Arizona Indians are committing many depredations.

—Dr. White, of Aurora, Ill., committed suicide at St. Louis, yesterday, by taking morphine.

—The Erie Railroad strike has ended, and all of the displaced workmen have been reinstated.

—James Doran, of Pittsburg, Pa., was robbed of $1800 and nearly murdered, in New York, yesterday.

—The corner-stone of their new hall was laid yesterday by the United Order of Druids of San Francisco.

—President Grant and Mrs. Grant will attend the wedding of Bishop Simpson's daughter, in this city, to-morrow.

—The evidence before the Congressional Committee on the Paraguayan outrages has thus far been unimportant.

—It is understood that the Grand Jury of New York were engaged yesterday in investigating the affairs of the "Gold Ring."

—A report from New York says that General Butterfield has forwarded his resignation to Secretary Boutwell, assigning as a cause that he could not hope for a full and impartial investigation.

—Captain Frank Munroe, of the United States Marine Corps, having been found guilty of conduct unbecoming an officer and a gentleman, has been sentenced to be suspended from rank, pay, and duty for three years.

Foreign Affairs.

—Napoleon is again in Paris.

—Religious liberty has been proclaimed in Cuba and Porto Rico.

—The Marquis of Salisbury succeeds the late Earl Derby as Chancellor of the University of Oxford.

—Another outbreak has occurred at Barbustro, Aragon, but it was quelled and the town is now tranquil.

—The insurgents at Catoro, Dalmatia, have been defeated, but not before they captured a fort and massacred the garrison.

—The law against mobs is to be enforced at the French capital to-day, in view of the threatened opposition demonstration.

—At an amnesty meeting in Cork yesterday Gladstone was freely abused for refusing to procure the pardon of the imprisoned Fenians.

—Marshal Bazaine has been notified to hold his cannon in readiness to sweep the streets of the city of Paris to-day in the event of a revolution.

The Young Men's Christian Association.

A large and interesting meeting of the Young Men's Christian Association was held at their hall last evening, Peter B. Simons, Esq., in the chair. Delegates were elected to the State Convention of Young Men's Christian Associations to be held at Williamsport November 2.

The tellers reported the following as the result of the election which had been progressing during the day:—

President—Peter B. Simons.

Vice-Presidents—John Wanamaker, George W. Eddy, George W. Mears, Charles A. Duy, Lewis D. Vail.

Treasurer—Thomas Tolman.

Corresponding Secretary—Thomas Marshall.

Recording Secretary—Robert Simpson.

Registering Secretary—Charles E. Elmes.

THE ATTORNEY-GENERALSHIP.

The Correspondence between Governor Geary and ex-Attorney-General Brewster, Hon. John Covode, and Hon. Morrow B. Lowry.

Yesterday we published the correspondence between Governor Geary and Judge F. C. Brewster with reference to the Attorney-Generalship. To-day we produce the correspondence between ex-Attorney-General Brewster, Governor Geary, Hon. John Covode, and Hon. M. B. Lowry.

EXECUTIVE CHAMBER, HARRISBURG, Pa., Oct. 21, 1869.—Hon. Benjamin Harris Brewster, Attorney-General—Dear Sir:—You have on several occasions told me that whenever I might deem it to my interest, or the welfare of the Commonwealth, you would at once relinquish the office of "Attorney-General" into my hands. That time has now arrived, and I, therefore, respectfully and earnestly request that you immediately tender to me your resignation, to take effect without delay. Your compliance will much oblige yours, etc. JOHN W. GEARY.

OFFICE OF ATTORNEY-GENERAL, PHILADELPHIA, Oct. 23, 1869.—To General John W. Geary, Governor of Pennsylvania—Sir:—Yesterday Mr. Harmer handed to me your letter of the 21st of October. It requires my resignation "immediately and without delay," and assigns no cause for the request. It is a peremptory demand most unusual among gentlemen, and uncalled for in this particular case.

After my receipt in July last of the letter of Mr. Covode, made public in the columns of the daily press, in which he requested my resignation, and assumed to do so by your authority, you sent a special message to me by Mr. Lewis Wain Smith, the Deputy Attorney-General, desiring me not to regard his letter, and assuring me that it was unauthorized, and that its publication was unauthorized. Notwithstanding that I felt a sense of wrong in your silence and neglect to make a public disclaimer of that letter, yet I submitted quietly for the sake of the party and its cause, knowing well that any agitation of the subject on my part would involve you and peril your election.

This you applauded at Corry a fortnight ago, when, of your own accord, you came to see me, and when we last saw each other; and then you expressly said to me and Mr. Lowry, and, I believe, to General Kane, that our relations were unchanged; to me you said that all of the action of Mr. Covode in the letter before mentioned, and in a telegram sent by him to me, and which I exhibited to you, was unauthorized, and you then in severe terms condemned his conduct as brutal and meriting punishment. You wished me to wait until after the election, when I might deal with those men who had put an affront on me. You then thanked me for the service I had rendered, and repeated your personal and official confidence in me and left me, making arrangements with me for an important official duty to be performed with you. To Mr. Cummings, who went to you, especially deputed by me, to confer with you on the subject about three weeks ago, you expressly alluded and reiterated your confidence in me, saying that you had no cause of complaint, and no wish to remove me or have me resign. The order of my resignation, referred to in your letter, was frequently made by me and others to me, and was always refused by you as hurtful to your prospects. It was made from motives of personal convenience, and to help your renomination and silence the calumnies of men who were your enemies. As an instance of your feeling towards whom I would recall to you your course in reference to Mr. Kemble, whom you told me you suspected of being a defaulter, and by your express direction had me send you an accountant from the city to verify your supposed discovery of his delinquencies, and against whom you said I should proceed as soon as you were re-elected.

Now you write to me demanding my resignation, and assign no cause, but leave me open to imputations to which I will not submit. I will not permit you, at the instigation of a class you denounced to me as corrupt factionists, and one of whom you instructed me to prosecute, and after you have answered your own convenience and received my help, thus to evict me from a place I never sought, and which you solicited me to accept, and which I have held with due respect to my public duty and my own honor.

After this course of duplicity or vacillation—to me it is indifferent which—serve with you I cannot and will not, and you may hold my office vacant, and fill it with whomsoever will be base and mean enough to run the risk of like treatment, or receive it as the price of some dishonorable bargain.

I am, sir, etc., BENJAMIN HARRIS BREWSTER.

The Governor not having received the response as quickly as he desired, forwarded the following:—

EXECUTIVE CHAMBER, HARRISBURG, Pa., Oct. 23, 1869.—Hon. Benjamin Harris Brewster, Philadelphia—Sir:—Having failed to receive a prompt reply to my communication of the 21st inst., I have the honor to inform you that I have this day appointed Hon. F. Carroll Brewster Attorney-General of the Commonwealth of Pennsylvania, vice Benjamin Harris Brewster.

Hon. F. Carroll Brewster will at once assume the duties of his office.

Yours, etc., JOHN W. GEARY, Governor of Pennsylvania.

The Other Correspondence.

Our readers will well remember THE TELEGRAPH giving to the public the letter of Hon. John Covode, in which the writer stated that he had the authority of Governor Geary to request the resignation of Attorney-General B. H. Brewster. The reply of Mr. Brewster was as follows:—

LONG BRANCH, July 31, 1869.—To the Hon. John Covode, Chairman of the State Central Committee, Philadelphia, Pa.—Sir:—I have your letter of July 30, 1869. I decline to resign the office of Attorney-General at your request, or at the instance of or on the decision of persons who are unnamed to me.

My course as Attorney-General has not been open to any criticism that merits such a request, and I will not consent to submit to an indignity that has been contrived by men who are hostile to me because I have served the party and the Governor with a fidelity that has frustrated their hostility to him and exposed their evil purposes. Long, etc.,

BENJAMIN HARRIS BREWSTER.

SENATOR LOWRY TO GOVERNOR GEARY.

ERIE, Aug. 13, 1869.—His Excellency Governor Geary—Dear Sir:—More than a month ago I was informed that Brewster was to be sacrificed to appease McClure and Mann on account of an old score, Cameron on account of a new one, and Covode because Brewster had decided against his right to a seat in Congress in the Foster contest.

I could not believe that you would consent to the sacrifice of so pure and devoted a friend at the instance of such a combination.

I wrote to you, and you replied that there was nothing whatever in the report.

Before I received the letter, however, I met you in Harrisburg, and you contemptuously scouted at and scorned the idea of asking Mr. Brewster's resignation.

Judge of my surprise this morning upon reading in the *Observer* Mr. Covode's letter of July 30 to Mr. Brewster.

In my humble judgment, a grave error has been committed.

Mr. Brewster's integrity and ability are elements too valuable to your administration to be thus treated. Still, if from any cause or for any purpose you wanted his resignation, it should have been asked for by a different man and in an altogether different way.

I do not know how Mr. Brewster may feel in regard to treatment which cannot be considered anything short of infamous, and yet his treatment has not been as cruel as my own, if you authorized Mr. Covode to write such a letter, which I will not believe you could have done till I have better evidence than a newspaper article. Very respectfully yours,

M. B. LOWRY.

While Attorney-General B. H. Brewster was at Franklin, Pa., delivering speeches during the campaign, the following telegram was forwarded to him:—

PHILADELPHIA, Oct. 6, 1869.—To Attorney-General Brewster:—The committee do not deem it safe to make any appointment for you with General Geary; you will drive away several thousand votes from him, and we cannot have anything to do with a move that can only result in damage. Answer.

JOHN COVODE, Chairman.

Received at Franklin, Pa.

THE POST OFFICE.

A New Programme by Postmaster Bingham.

The following letter from Postmaster Bingham to the First Assistant Postmaster-General will be read with interest by all classes of our citizens:—

POST OFFICE, PHILADELPHIA, Oct. 25, 1869.—Sir:—I have the honor to submit that there are located in the several sections of the built-up portions of this city five large sub-post offices, to wit:—Stations A, B, C, D, K, at which there are employed the following force of clerks and carriers, and, in addition, there is a yearly expenditure of the following moneys for the maintenance of said sub-stations:—

85 Carriers	$28,730
10 Clerks	4,490
5 Messengers	1,570
Rent	750
Incidental Expenses	
	$35,530

The five specified stations were located in this city from eight to thirteen years ago, and therefore before the many facilities of the present carrier system had been given to the public.

From the data which I have carefully collected, I am prepared to state that these stations are no longer useful as a general public convenience, because of the progress made by the carrier system. There are now located throughout the city of Philadelphia some seventy-one authorized agencies for the sale of postage stamps, at which persons can ascertain all the information concerning postal affairs, and which agencies sold during the month of September $13,310 of postage stamps. The carrier force now sell stamps to the general public, receive letters and papers when they are handed to them properly stamped, and mail the collections from the street lamp-post boxes, which have been greatly increased in numbers during the past two years, and which now number about eight hundred.

In view, therefore, of the submitted condition of the stations as being no longer of general public benefit, together with the facilities of the carrier system as worked under my instructions, I would recommend the closing of the five aforesaid stations, and the transfer of the carriers employed at said stations to the central office. Under the present system of stations, a letter mailed at one section of the city addressed to another section, if deposited in a street box, must first be collected and handled by the carrier on the route, then handled by the superintendent of the station, transmitted to the central office, handled by the distribution clerk, then transmitted to the superintendent of the station, cased by said superintendent, and then delivered by carrier.

Five distinct parties, therefore, handle one letter going from one extreme section of the city to another extreme section. By consolidation of stations with central office, but three men would handle the same letter—the carrier who collects, the caser who distributes, and the carrier who delivers. Therefore, forty per cent. of possible dishonesty and forty per cent. of possible error is saved, an immediate correction of error in casing is secured, and the impossibility of ever losing the delivery of a letter upon the next delivery following its arrival in the office.

I cannot clearly calculate the amount of expedition that will be obtained by consolidation, at least, however, from three-quarters to one hour in each delivery. In addition to the benefits submitted, I will have the great body of the carrier force under my own immediate supervision, subject to the discipline and watchfulness that are common to the Central Post Office. Effecting the change as I recommend, the present carrier system will have in a degree far beyond the possibility under its present organization all the elements that go towards the perfecting of the carrier service—security, honesty, celerity, an absence of error to a very great degree, an immediate correction, should errors occur, and thorough discipline. You will be pleased to observe that the total expense of the five stations I have submitted amounts to $15,530.

To carry out the plan proposed, this amount of money must be expended in car fare, at the rate and figures following:—6 men will make 2 trips, 12 men 3 trips, 6 men 4½ trips, 45 men 5½ trips, making in all 391½ trips per day (a trip being to and from the office) at 12½ cents per trip, for 313 days; 40 trips (Sundays), at 12½ cents per trip, for 52 days, all of which will amount to, as per statement below:—

391½ trips per day, at 12½ cents, for 313 days	$15,237·43
For 52 days	260·00
Total	$15,557·43

I endeavored some months since to secure from our city passenger railroads a reduction of fare, should the department see proper to accept my plan and permit the carrier force to ride. The enclosed letters will exhibit my failure to secure the reduction. I have given careful thought to the subject of local mail delivery, and feel well assured, in my own mind that the present system as worked can be improved, and that my plan of operations will improve the system more than any other plan, which embraces *no increase of force or increase of expenditure.*

I feel well convinced that the public will appreciate my plan for the reorganization of the service, as happily applicable to this city, with its vast local railway conveniences, because it will bring to the body of the community greater mail facilities. The revenues of your department will be immediately increased from local postages, and by no means least to my mind, in consideration of the change, is the fact that a large part of the faithful, hard-working carrier-force will be relieved, to a certain extent, of a labor which at times is most severe, and which I sometimes think tends to develop and hasten constitutional diseases, resulting in a prostration that unfits the faithful servant for the severe physical labors of life, that, as a class, they are called upon to perform.

Very respectfully, your obedient servant,

HENRY H. BINGHAM, Postmaster.

Hon. GEORGE PARKE, First Assistant Postmaster-General.

On the 5th of June last, General Bingham addressed a letter to the Board of Presidents of the Passenger Railways, informing them of his purpose to arrange the local mail deliveries throughout the built portion of the city, and requesting that the carriers who would be required to ride should have the privilege of riding free. In this letter General Bingham said:—

I ask this because I feel that a great benefit will accrue to the general public by the successful operation of the proposed new system, which will embrace in its good results your railroad organization as well as all other business interests.

The railroad companies of Boston convey the letter carriers to all sections of that city free of expense; those of Baltimore at four cents, a reduction, I believe, from the regular fare of three cents.

To this letter General Bingham received the following reply:—

PHILADELPHIA, July 12, 1869.—Henry H. Bingham, Esq.—Dear Sir:—I am sorry to inform you that the Board of Presidents of the City Passenger Railways did not agree to make a reduction in the proposed arrangement for the conveyance of letter carriers. It was the opinion of the majority of the board that it would be very unpopular with the public to sell tickets at less than the usual fare to the United States, and not to the poorer class of people, who are compelled to use the cars going and returning from work. The board agreed that you might issue tickets for letter carriers, if you desire to do so, to be redeemed at the rate of sixteen for one dollar, when presented by any passenger railway. Yours, very truly,

HENRY CROSKEY, Secretary.

Personalities.

—Magruder has reformed.

—Brougham quits Putnam.

—Kate Field has killed a deer.

—Ben. Butler wears a blue coat.

—Victoria gave Nilson a bracelet.

—John S. Thrasher is a fighting editor.

—Minnie Renn will "oust" Burlingame.

—Windham Rehl has gone and got married.

—Trollope's "Knew-He-was-Right" didn't pay.

—The Pulletons will soon retire to Europe.

—Porter has completed his new Washington house.

—Owens is "Solon Shingling" the people of Indiana.

—Catharine Beecher approaches her seventieth year.

—N. P. Banks was never a "printer's devil," as reported.

—Mrs. Jenckes Gregg is the latest "Rightieste" woman.

—Fisk, Jr., can never be found when he is wanted in Court.

—Lassegs will marry a lady just forty-four years his junior.

—Du Chaillu will give his famous Gorilla lecture in this city.

—Bigelow is at work finishing his "Life of President Grant."

—Schneider is to commence another tour through Great Britain.

—Horace Greeley invariably wears one pant leg in his pocket.

—William Lloyd Garrison will soon be sixty-five years of age.

—Bayard Taylor's lectures this winter are to be his last, they say.

—Eugenie uses four thousand francs' worth of gloves a year.

—Miss Marriott edits the New Orleans people with "Hammer."

—Pauline Markham sings plaintively the "Good Old Good Old" Rule.

—The Russians travel for Tim Orris "looking out for the Presidency."

—Gustave Doré's fashionable friends straighten out his horse-shoe nails.

—Mrs. Andrew Johnson is not expected to live through the winter.

—Boucicault has had brain fever—too much dramatic overwork.

—Tennyson's "Mystic" is one of his earliest productions, as they say.

—Andy Johnson is now waiting for Senator Brownlow to peg out.

—Rosa Bonheur smokes, has grey hair, and carries a "bulldog" with her.

—Negotiations are on foot to secure the services of General Joseph E. Johnston for the University of Nashville. A paper has been put on foot to secure the payment of $25,000 (five years' salary) to the General.

—Rear-Admiral Franklin Ellms, who is now at the head of the Haytien navy, was in Portland, Me., last week, being commissioned by the United States by the Haytien Government to negotiate for the purchase of the steamer Atlanta at Philadelphia.

—Frederick H. Hastings, who represented the Twelfth district in Congress from Washington in the New York Senate of 1867-8, died on Friday, at his residence at Brainard's Bridge, Rensselaer county, aged fifty-one years.

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 day.

They are also receiving shipments of

FRENCH WINDOW GLASS.

Rough Plate and Ribbed Glass, Enamelled Stained, Engraved, and Ground Glass, which they offer at 10 25 3m

LOWEST MARKET RATES.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of THOMAS F. MAHER, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of R. SHARKEY, Esq., administrator of the Estate of THOMAS F. MAHER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, November 3, A. D. 1869, at 4 o'clock P. M., at the office of Bernard Sharkey, Esq., No. 618 WALNUT Street, Lodwick Buildings, Room No. 13, in the city of Philadelphia. 10 26 5t*

ESTATE OF JOHN H. HUBBS, DECEASED.—Letters of Administration upon the Estate of JOHN H. HUBBS, deceased, having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims against the same to present them without delay to

SARAH M. HUBBS, Administratrix, No. 1542 N. TWELFTH Street.

Or to her Attorney, JOHN ROBERTS, No. 128 S. SIXTH Street. 10 26 3t

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	6 23	MOON RISES	7 48
SUN SETS	5 01	HIGH WATER	6 30

PHILADELPHIA BOARD OF TRADE.

WILLIAM W. PAUL, H. C. BUTCHER, S. F. STOKES, } COMMITTEE OF THE MONTH.

COMMITTEE ON ARBITRATIONS.

J. O. James, George L. Buzby, F. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Cella	London	New York	Oct. 9
Palmyra	Liverpool	New York via Bos.	Oct. 12
Virginia	Liverpool	New York	Oct. 13
India	Glasgow	New York	Oct. 15
Scotia	Liverpool	New York	Oct. 16
Denmark	Southampton	New York	Oct. 19
Aleppo	Liverpool	New York via Bos.	Oct. 19
Pennsylvania	Liverpool	New York	Oct. 20
Colorado	Liverpool	New York	Oct. 20
City of Paris	Liverpool	New York	Oct. 21

FOR EUROPE.

Hobsatia	New York	Hamburg	Oct. 26
Java	New York	Liverpool	Oct. 27
Minnesota	New York	Liverpool	Oct. 27
Samaria	New York	Liverpool	Oct. 28
Hansa	New York	Bremen	Oct. 28
Persire	New York	Havre	Oct. 30
C. of Brussels	New York	Liverpool	Oct. 30
Denmark	New York	Liverpool	Oct. 30
Europa	New York	Liverpool	Oct. 30
C. of Baltimore	New York	Liverpool, via Hal.	Nov. 2
City of Paris	New York	Liverpool	Nov. 6
City of Brooklyn	New York	Liverpool	Nov. 13

COASTWISE, DOMESTIC, ETC.

J. W. Everman	Philada	Charleston	Oct. 28
Pioneer	Philada	Wilmington	Oct. 28
Yazoo	Philada	New Orleans	Oct. 28
Earle	New York	Havana, via Nas.	Oct. 28
Missouri	New York	Havana	Oct. 29
Wyoming	Philada	Savannah	Oct. 30
Arizona	New York	Aspinwall	Nov. 1

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer R. Willing, Cundill, Baltimore, A. Groves, Jr, Brig Fanny, Turner, Marseilles, D. S. Stetson & Co.

Schr Amos Edwards, Somers, for Mobile, was cleared on Saturday by D. S. Stetson & Co.—not as before.

ARRIVED YESTERDAY.

Steamship Jas. S. Green, Face, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.

Steamer Vulcan, Morrison, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr A. Godfrey, Godfrey, 26 days from Jacksonville, Fla., with lumber to Pennsylvania Railroad Co.

Schr Blondell, Chapman, 10 days from Provincetown, with fish to C. S. Crowell & Co.

Schr Jas. T. Long, Tunnell, 1 day from Indian river, Del.

Schr American Eagle, Shaw, from Boston.

Schr J. B. Van Dusen, Young, from Boston.

Schr P. M. Wheaton, Wheaton, from Boston.

Schr L. A. Burlingame, Burlingame, from Boston.

Schr H. Simmons, Godfrey, from Salem.

Schr W. M. Wilson, Brown, from New York.

Schr Reading RR. No. 77, Carroll, from New Haven.

Schr Roanoke, Barrett, from New Haven.

BELOW

Mr. Henry Long, pilot, reports having seen the following vessels in the Bay during Sunday night and Monday morning:—Ship Saxonia, from Liverpool; off the Ledge, brig Ida, from Jamaica, and a barque unknown; off Brandywine Light, a full-rigged brig, supposed the Evelina Schroeder, from Liverpool, and schr Howard; off Morris Liston's, a light barque and one loaded barque. Barque Linda, from Jamaica, was at the Breakwater on Saturday, and left for New York.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Md., Oct. 25.—Ten boats left here this morning, as follows:—

Onward, with stone to Cunningham & Son.

Sarah Dunbar, with laths to R. Woolverton.

Quaker City, with lumber for Rowland.

Young Irvin, with lumber to Craig & Blanchard.

F. W. Lewan, with lumber to D. B. Taylor & Son.

Prairie, with lumber to D. Trump & Son.

Neily and Johnny, with lumber to Taylor & Betts.

William and Harry, with lumber to Watson, Malone & Co.

Martha Jane, with lumber.

Grapeshot, with grain to Hoffman & Kennedy.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Oct. 25.—Six barges leave in tow to-night for Baltimore, light.

E. B. Timmons, with hay, for Philadelphia.

BALTIMORE BRANCH OFFICE, Oct. 25.—The following barges leave in tow to-night eastward:—

W. J. Forward, Dido; A. J. Kirkpatrick; Thomas Lynch; Harvest Moon; Sarah Elizabeth; Wm. Poland; Occasdilla and D. Megan, all with coal for New York.

PHILADELPHIA BRANCH OFFICE, Oct. 26.—The barge Rose Ann, with coal for Baltimore, leaves this evening.

L. S. C.

MEMORANDA.

Ship John O. Baker, Spear, hence, at Flushing 13th inst.

Ship Bombay, Jordan, sailed from Liverpool 11th inst. for Philadelphia, and was off Holyhead 8 A. M. 12th.

Ship John Bazlouni, Chapman, for Philadelphia, entered out at Liverpool 22d inst.

Steamship J. W. Everman, Hinckley, from Charleston 25th inst. for Philadelphia, has on board 236 bales cotton, 125 tcs. rice, 218 bbls. rosin, 58 bales yarn, 26 kegs clay, 10 bales rags, 4 tcs. tobacco, 1 bbl. terrapins, and sundries.

Steamship Junista, Hoxie, hence, at New Orleans 20th inst. 7 P. M., and was on to return 24th via Havana.

Steamship Brunette, Freeman, hence, at New York 24th instant.

Steamer Centipede, Beckett, hence, at Salem 22d inst.

Barque Agir, Wisnes, for Philadelphia, cleared at Liverpool 19th inst.

Barque John Williamson, Nicol, for Philadelphia, entered out at Liverpool 21st inst.

Barque R. W. G. Dodge, Munro, for Philadelphia, cleared at Georgetown, S. C., 19th inst.

Barque Emma G. Littlefield, Crockett, hence, at Sagua 15th inst.

Barque F. A. Kennedy, Hopes, hence for New Orleans, at the Southwest Pass P. M. 23d inst.

Barque David McNutt, McLellan, hence, at Liverpool 17th inst.

Brig Sophia, Martin, for a port north of Hatteras, is a total loss, we hear at Acapulco, P. R., 1st inst.

Brig S. & W. Welsh, Watson, at Palermo 8th inst. from Gonoa.

Brig Nath Stevens, Saunders, from Blue River, N. S., for Philadelphia, passed Hell Gate 24th inst.

Brig Stellite, Turner, for Philadelphia, sailed from Aux Cayes 8th inst.

Brig Eurus, for Philadelphia, cleared at Portland 22d instant.

Brig Rita M. Tucker, Tucker, sailed from Havana 15th inst. for Matanzas.

Brig F. A. Bernard, Reed, sailed from Naples 8th inst. for Palermo.

Schr Watauga, Lawrence, sailed from Savannah 21st inst. for St. Helena Island to load phosphate for Philadelphia.

Schr Lizzie Bennett, hence for Boston, at New London 23d inst.

Schrs J. M. Fitzpatrick, Smith, and J. Cadwalader, Steelman, for Philadelphia, sailed from Salem 22d inst.

Schr Wm. R. Mann, Rogers, cleared at Wilmington, N. C., 21st inst. for New York.

Schr R. Godfrey, Garwood, for Philadelphia, cleared at Wilmington, N. C., 21st inst.

Schr Emily A. Bartle, Smith, hence for Boston, at Holmes Hole P. M. 23d inst.

Schrs Mary A. Holt, George H. Bent, and C. W. May, hence for Boston, at Holmes' Hole 23d inst.

Schrs R. H. Huntley, Nickerson, from Boston; F. Nickerson, Kelly, from do.; and S. M. Tyler, White, from Providence, all for Philadelphia, at New York 24th inst.

CARPETINGS, ETC.

NEW CARPETS.

AXMINSTERS,

WILTONS,

VELVETS,

BRUSSELS,

3-PLYS AND INGRAINS.

Venetians, Druggets, Oil Cloths, Etc.

LEEDOM & SHAW,

No. 910 ARCH STREET,

9 23 3mrp PHILADELPHIA.

PIANOS.

DUTTON'S PIANO ROOMS, NOS. 1126 1128 Chesnut street. First-class Pianos at fixed prices. Chickering & Sons, Marschall & Mittauer, Hine & Son. Finest new Pianos constantly. W. H. DUTTON. 10 20 12t

ALBRECHT, RIKKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. WAREROOMS, No. 610 ARCH S 23

A CARD.—I HAVE DURING THE last year been selling my elegant Steck & Co.'s and Haines Bro's. Pianos nearly as low as at any former time, asking less than three-fourths of the regular factory-marked retail prices, but do not find myself to any plan of "fixed prices" not to take even less than these reduced old-time figures. A call and examination of the most complete stock of Pianos and Mason & Hamlin organs ever seen in Philadelphia will satisfy all as to who has reduced prices. J. E. GOULD, No. 923 CHESNUT Street. 7 25 tuths3m

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

POLITICAL.

VOTE THE PEOPLES TICKET

IN CAMDEN COUNTY, NEW JERSEY.

For State Senator, JAMES M. SCOVEL.

For Sheriff, SAMUEL ARCHER.

FOR LEGISLATURE, First District, RICHARD CAMPION. Second District, JACOB HUTCHNER. Third District, ANDREW D. TURNER.

Coroners, JOHN D. SEYBOLD, ENOS P. TURNEY, ROBERT CREW. 10 21 1m

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Mail Steamers are appointed to sail as follows:—

City of Brussels, Saturday, Oct. 30, at 1 P. M.

City of Baltimore, via Halifax Tuesday, Nov. 2, at 12 M.

City of Paris, Saturday, Nov. 6, at 1 P. M.

City of Brooklyn, Saturday, Nov. 13, at 1 P. M.

And each succeeding Saturday and alternate Tuesday from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	$30
To London	105	To London	40
To Paris	115	To Paris	45

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$80	Liverpool	35
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	30

Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Office.

JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.

or to O'DONNELL & FAUNCE, Agents, 4 5 No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.

PRICE OF PASSAGE

in gold (including wine).

TO BREST OR HAVRE.

First Cabin.....$100 Second Cabin.....$65

TO PARIS.

(Including railway tickets, furnished on board.)

First Cabin.....$145 Second Cabin.....$85

These steamers do not carry steerage passengers.

Medical attendance free of charge.

American travellers going to or returning from the continent of Europe, by taking the steamers of this route avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent, No. 58 BROADWAY, New York.

For passage in Philadelphia, apply at Adams' Express Company, to HENRY L. DEAL, 1 27 5 No. 35 CHESNUT Street.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST.

FAST FREIGHT LINE.

EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley, WILL FORM A REGULAR WEEKLY LINE.

The steamship J. W. EVERMAN will sail on THURSDAY, October 28, at 1 P. M.

Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.

Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to

E. A. SOUDER & CO., 2 22tf DOCK STREET WHARF.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Sailing on Tuesdays, Thursdays, and Saturdays.

REDUCTION OF RATES.

Freight by this line taken at 12 cents per 100 pounds, cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

JOHN F. OHL, 8 8 Pier 9 North Wharves.

B. N. Extra rates on small packages iron, metal, etc.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

EVERY SATURDAY.

At noon, from FIRST WHARF, above MARKET Street.

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

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

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium carrying every description of freight.

No charge for commission, drayage, or any expense in transit.

Steamships insured at the lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. GROWELL & CO., Agents at Norfolk. 6 1

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EXPRESS STEAMBOAT COMPANY.

The CHEAPEST and QUICKEST water communication between Philadelphia and New York.

Steamers leave daily from foot of Market below Market, Philadelphia, and foot of Wall street, New York.

Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.

Freight received and forwarded on accommodating terms.

WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue, Philadelphia.

JAMES HAND, Agent, 5 32 No. 113 WALL Street, New York.

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

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO., No. 14 North and South Wharves.

HYDE & TYLER, Agents, at Georgetown, M. REDRIDGE & CO., Agents at Alexandria. 6 17

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal. SWIFTSURE TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.

The business by these lines will be resumed on and after the 8th of March. For freights, which will be taken on accommodating terms, apply to

WM. M. BAIRD & CO., 3 25 No. 132 South Wharves.

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The Largest Stock and Greatest Variety OF FULL AND HALF BOUND BLANK BOOKS,

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To be found in this city, is at the OLD ESTABLISHED

Blank Book Manufactory OF JAS. B. SMITH & CO.,

No. 27 South SEVENTH St.,

9 23 1mtuths PHILADELPHIA.

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GREAT SAVING OF FUEL.—COMSTOCK'S PATENT REVOLVING FIRE RADIATOR.

Should be in use on every Range and Stove. It increases the heat fifty per cent. and universally one half of the coal, and will also heat a room above as a stove. CALL AND SEE THEM at the manufactory of C. J. DOUGHERTY, 10 20 3m No. 139 N. NINTH Street.

DR. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcers in the Mouth, mouth and nose, sore legs and sores of every conceivable character. Office, No. 33 South ELEVENTH, between Chesnut and Market Streets. 11 4

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AMERICAN ACADEMY.—PATTI. PATTI.

MAX STRAKOSCH ..... DIRECTOR.

The public is respectfully informed that the world-renowned and universally acclaimed Concert Vocalist, Mlle. CARLOTTA PATTI will make her first appearance in Philadelphia, since her return from Europe, in TWO GRAND PATTI CONCERTS, FRIDAY AND SATURDAY EVENINGS, 29th and 30th October, commencing at 8 o'clock. Mlle. CARLOTTA PATTI will be assisted by GIORGIO RONCONI, Monsr. TIBEO RICCIARDI, The Eminent Bas