, we will have the

Foreign Items.

-Mr. Tupper has been writing to the Rock "A Few Words about Animals' Hereafter," in which there are some more or less curious and original speculations. "It would be easy," he says, "to multiply instances of every social virtue and cleverness illustrated by birds, beasts, and fishes; from shrewd elephants to industrious fleas; from Colonel Berkley's cormorant, who died of grief, to Lesbia's sparrow, whose love for her is classical; from the affectionate, if unwieldy, whale to the gregarious carps of St. Cloud." It is Mr. Tupper's kindly faith that all these talents and virtues, the grief of the cormorant, and, we must presume, the industry

of Mr. Kitchingham's pupils, are not to disappear in the ordinary course of nature. Our planet is to be regenerated for "carth's spiritualized children," and will be so arranged that there will be room and to spare for the friendly brutes; a provision will be made even for unborn chickens, for Mr. Tupper tells us that "every egg will find room to hatch." As a lion with his old leaven in him for carnal food might be an inconvenient guest in Mr. Tapper's Elysium, we are informed that the chances are that a spirit-lion will be satisfied with plain straw, like an ox, and considering what chemistry has done down below in the way of extracting perfames from unpromising substances, Mr. Tupper believes that a polecat can be ethercalized into a fragrant creature of good odor and conduct. A brother poet has spoken of the hope of the Indian touching his recognition of his faithful dog in the happy hunting grounds, and Mr. Tupper is convinced that the redskin had scriptural sanction for his

-A curious book, entitled "Notes of a Spy,

was lately published at St. Petersburg. These notes are the memoirs of a Russian sub-officer named Boulantzoff, who, according to his own showing, acted as a spy for the Russian Govern-ment during the last Polish Insurrection. Having lived for ten years in Poland, he had com-pletely mastered the language, and by this means and his patriotic professions he managed to obtain the confidence of several of the insurgent leaders, whom he afterwards betrayed to the Government. He gives the initials of these chiefs, all of whom have been either hanged or banished, and seems to have taken quite a pride in his shameful work, describing with much unction how he got at the secrets of political prisoners by pretending to be one of themselves, and how he used to go to the houses of rich land-owners in the disguise of an insurgent, in order to induce them to break the law by giving aim refuge, and thus furnish him and the vilce with a pretext for plunder and violence of the supposed, these menery kind. ms are full of adventure, and their author adjave had some very narrow escapes. was walking in the disguise of an t near the village of Zyski, he was atacked by Cessacks, and was pressed by them o closely that he had to run and hide in some rh; and as the peasants were threshing at the ae, and had not seen him, he expected every it to be cent down with their flails. On another occasion he was pursuing an insurgent at the head of his Cossacks, when the Pole, suddenly turning around, struck at him with such force with his unloaded gun that he fell to the ground with his horse and broke his arm. His assailant then raised his weapon for a second blow, which would probably have killed him, but luckily eight Cossacks rushed forward and protected him from further injury.

-A Catholic paper relates how a Protestant zealot recently got his face scratched in Madrid. A military captain who had served under Don Carlos during the seven years' war, and who, at its conclusion, set up as a cabinet maker rather than enter into the Queen's army, died a few mouths ago in Madrid, leaving a widow and eleven children in the depths of poverty. Two ladies, complete strangers to the family, on hearing of the mournful event, lost no time in running to their relief and paying for their board and logging. After a time the good visitors began to leave books and tracts with the poor widow and her children, and subsequently made the most tempting offers to them on condition that they abandon the Catholic faith. These offers being refused, some foreign gentleman and a Spaniard came forward and offered 10,000 reals a year to the widow, and guaranteed lucrative situations to the children, on the sole condition of their becoming Protestants. But they all replied they preferred hunger and nakedness to the loss of their faith. The missionaries, upon thi are told, determined to try craelty. One day when the widow was tending one of her daughters who had fallen sick, a Protestant catechist entered the room, "I am sent," said he, "to know your last and final decision on the subject of your conversion to the Protestant Church. "Our decision," they replied, "is to die a thou-sand times rather than forsake our religion." Begone hence," retorted the catechist, let your sick daughter betake herself to the hos-And here commenced a most painful scene: the catechist pulled the bedelothes off the bed. This 'roused all the valor of the mother and the Christian, and rushing on her Protestant assailant, she forced him to withdraw, but not till she had first imprinted on his shameless cheeks the traces of her just indignation." Two Catholic ladies, hearing of the case, are now charitably ministering to the helplessness of this heroic family, who, between Protestants and Catholics, seem to be well looked after.

-The Cologne Gazette gives the world some particulars of a painful quarrel which is said to have happened at the Augustinian Convent of Names of Jesus and Mary, at Rome, a few days ago. It seems that the brother who had charge of the kitchen-or, in other words, the cook—had been ordered by the Superior to go to another convent. The reason for this order is not known, but it probably was given in consequence of the brother's skill in the culinary art not being approved by the other brethren. On receiving this order the brother, who was in the kitchen at the time, seized knife and scratched the superior severely. He had not calculated on his antagonist. No sooner did the superior feel the abrasure of his skin than he rushed on his assailant, and a deadly struggle ensued. The superior and the cook, locked in each other's arms, rolled on the floor; the other brethren, attracted by the noise, appeared on the field of strife, and by their excited exclamations added to the terror of the scene. Some sided with the superior, others with the cook, until at last they all mingled in the fray. So fiercely did the battle rage that a body of gendarmes, whose quarters were near the con vent, rushed in to separate the combatants. The erring cook was led to a monastic prison in battered condition, for the superior, though scratched himself and very old, had knocked out no less than three of his antago-nist's teech with one blow of his aged fist; and it was admitted on all sides that he had far the best of the fight at the moment when the gendarmes

—Placards have been posted at Clapham, England, containing the following piquant invitation to worshippers at "Bethesda Chapel:"—
"Ned Wright, who before his conversion was convicted three times of burglary, will deliver a gospel address. Come and welcome! No collection!"

HOW HE SUFFERED.

The Affliction of a Cincinnati Samaritan.

The proprietor of a boarding-house in the eastern part of the city took a poor sick man of the street, day before yesterday, and gave him food and shelter. and provided him with medical attendance, for charity. Yesterday the lilness calminated in a beautiful crop of smallpox pustales, that broke ant over the entire, surface of the man's body, which so alarmed the host that he fled aghast, followed by his boarders, and caused a suspension of domestic operations in the household. In his trephility, the host applied in vain to the Health Officer, to the Mayor, and to the Cincinnati Hospital for an order to have the patient removed; but in the present condition of the Roh's Hill branch of the hospital, he could not be taken there, and the cay had made no other provision for cases of contagions diseases. The man was nearly frantic with rage at the thought that he would be compelled to keep his anfortunate and frightful guest in his house; but there was positively no heip for him, and after wasting the greater part of the day in fruitless citoris to have him removed, was obliged to return to his plaquesmitten home, and face the difficulty as best he might. and provided him with medical attendance, for chaPopular Science.

INPLUENCE OF FORESTS. -Mr. Becquerel, in a late report on the influence of forests on elements, says:-There is one action which all vege tation, of whatever character it be, exerts, and that is the protection of the soll on which it grows from forcible removal by floods. The roots traverse the earth in all directions, and bind it together, while the branches break the force of the rain as it falls. As soon as a hillside is cleared of forests, the rivulet-beds are scored deeper and deeper, and the soil is gradually washed down, leaving the rocks bare. The roots of trees have, in addition, a tendency to facilitate the percolation of water to the sub soil, and thus to prevent its accumulation on the surface, and the consequent production of swamps, such as have been formed in parts of France within historic times. There is another beneficial effect produced by trees, that of impeding the motion of the air, and thus affording shelter from wind. This action is, of course, limited, depending on the height of the trees and the direction of motion of the wind. If this direction be horizontal the shelter afforded is very considerable, as it has been noticed in Provence that a hedge two metres in height shelters a space twenty-two metres in width from the effects of the 'mis-tral." Lastly, trees have a decided influence on health, in protecting a district from unwhole-some exhalations. It is found along the edge of the Pontine marshes that the existence of a belt of wood is sufficient to insure immunity from malaria to the peasants who live behind it. These, then, are the most obvious beneficial effects on climate of the presence of forests in a country. As regards the direct in-fluence of vegetation on the temperature and the climate generally, the author gives the notes of some experiments which he has made on growing trees, in order to determine their temperature and that of the surrounding air at different times of the day. The results seem to show that trees behave as if they were dead or inorganic bodies, receiving heat from external sources and radiating it to surrounding objects. The heat developed in the process of growth was found to be quite inap-preciable by means of the instraments employed. while the cooling influence usually assigned to foliage, owing to the constant evaporation going on from its surface, was shown to be utterly un-VAPORIZATION ACCELERATED, -Whoever has

paid attention to any liquid bolling in a glass vase, has doubtless remarked that the bells of steam issue from a small number of points, some-times, indeed, from a single one. It is not on account of the temperature of these points being higher than that of the other places that this difference arises; in most cases, a slight spot or small projection may be observed, around which the steam-bells are formed. M. Thomlinson, basing himself upon this observation, regards a liquid at the boil as a solution having an excess of its own vapor, and he thought that its vaporization might be accelerated, exactly as crystal-lization in a solution having an excess of saline matter is precipitated, by introducing into it : solid nucleus. Among the substances that may be used for this end, coke and vegetable carbon or charcoal are the most active, the experilated to encourage manufacturers to put one or two bushelss of either into each steam boiler. Thus in simply heating water in an earthen vase, nine hundred and ninety-five grains are evaporated in twenty minutes; but, after adding a few pieces of coke, the quantity evaporated in the same time amounts to eleven hundred and thirty grains. An experiment made with charcoal was still more striking in its results. In this case the quantity of water vaporized was increased more than a quarter by the introduction of a few pieces of vegetable charcoal into the liquid. These experiments were made under ordinary atmospheric pressure, and it is probable they would give still better results if they were placed under more considerable pressure. An indirect advantage may also arise from the use of this system, which is certainly not without its importance, viz., that coke or charcoal deposited in the boilers will efficaciously prevent the deposit of incrustations in the bottom, and likewise the loss of heat that this deposit occasions. Those facts, to which M. Thomlinson draws attention, are susceptible of numerous practical applications.

SUNLIGHT AND GLASS. - It is a wellknown fact that, even independently from the effects of rain and wind, class, even of good quality, is affected by sunlight. The late Dr. Faraday made some observations concerning this subject, and found that violet colored glass became deeper and more intensely colored than it originally was, after having be exposed to direct sunlight for eight months. Mr. Graffield, of Boston, United States, who has been for more than twenty years in the whole sale glass-trade, and is at the same time a good observer, has recently sent to the Photographic Society of Marsellies a series of the results of his researches and observations on this subject, in which he comes to the conclu sion (which is especially important to photographers) that glass is even sensibly affected after one single day's exposure to the sun's rays, and that all glass, without exception, including that used for optical purposes, is more or less acted upon, even when made from the best materials and by most experienced workmen: greenish glass seems to become the least The author has sent to Marseilles a series of photographs representing the tinge and changes produced in divers varieties and kinds of glass after exposing them to sunlight.

SOIL TEMPERATURE.-The temperature of the soil is affected by, first, the exposure of the surface; second, the nature of the soil; third, its permeability by rain and the presence of underround springs; fourth, the sun's declination fifth, the elevation above the sea, and consequently the heating power of the sun's rays. and, sixth, the amount of cloud and sunshine.

Personalities.

- Minister Jay is in Posth. - Minister Jay 18 in Postin.

- Kaiser Francis Joseph is in Constantinopie.

- Judge Dent is holding levees in New Orleans.

- Hon. Thomas H. Seymour is to have a monuent of solid freemasonry in Connection.

- Divorces are \$10 each at Salt Lake. Dearer than

rumored that Pere Hyacinthe is about to start a newspaper. -Rev. Mr. Fulton thinks Mrs. Howe's behavior

Miss Muhibach, being in married trance of love, will not come trans mare.

 North Carolina has a prospect of reproducing the Holden times of the dark ages.

A Parisian author is engaged in writing Baron. James Rothschild's autobiography.

—John B. Gough has just sold most of his ponitry at auction, but still keeps up his little games. —Admiral Farragut has so far recovered that he expects to leave Chicago for the East to-day.
—It is binted that Ritualism deranged the de-

sulting Connecticut bank cashler who stole the ctor Hugo denies having advised an insurrec-

tion in France. The patriot thinks the time not pat ave corrupted the good manders of Louis of Hesse,

his brother-in-law.

—Mr. James T. Fields, the Boston publisher, has returned from foreign fields and pastures new to Elder Pratt has translated the Book of Mormon - Ender Flatt has transacted the Book of Mormon into phonetic tongue, to be learned, parrot fashion, by the pretty politylots of Utah.

- The Royal Society for the Prevention of Crueity to Asimals has commenced the publication of a monthly magazine called the Animal World.

-Young ladies who keep photograph albums are notified that the Pantin murderer and the Viceroy of Egypt are the latest "cartos" in album-men. Agnes Paschall, aged ninety-five years, the mother of Judge Paschall, and one of the last widow pensioners of the Revolutionary War, recently died

WIRE GUARDS, FOR STORE FRONTS, ASYLUMS, FAC-TORIES, ETC.

Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by

Patent Wire Railing, Iron Bedsteads, Ornamental

M. WALKER & SONS No. 11 N. SIXTHStreet. RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHLROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 3 ½, 3 ½, 4, 4-25, 5-05, 5 ½, 6, 6½, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7%, 8, 826, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 5, 6%, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10% P. M.

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

P. M. CHESNUT IIILI. RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 31, 51, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40,

Leave Chesnut Hill at 730, 8, 949, 1149 A. M., 146, 840, 540, 640, 840, and 1040 P. M.

ON SUNDAYS,

Leave Philadelphia at 935 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 736, 9, and 1155 A. M., 136, 8, 436, 5, 556, 636, 805, 1005, and 115 P. M.
Leave Norristown at 540, 636, 7, 736, 9, and 11 A.
M., 136, 3, 436, 636, 8, and 93, P. M.
The 736 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's line.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and TM

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

Leave Philadelphia at 6, 7%, 9, and 11% A. M.,
1%, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M.

Leave Manayank at 6-10, 7, 7%, 8-10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8-30, and 10 P. M.

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

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent.

Depot, NINTH and GREEN Streets, NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

FALL SCHEDULE.

Takes effect November 1st, 1869.

Fifteen daily trains leave Passenger Depat, corner BERKS and AMERICAN Streets, (Sundays excepted) as follows:

cepted), as follows:—
At 7:46 A. M. (Express) for Bethlehem. Allentown, At 745 A. M. (Express) for Hethienem. Allentown, Manch Churk, nazieton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 945 A. M. (Express) for Buthichem, Easton, Allemown, Manch Churk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essay Railrongles.

ssex Hallronds, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scrauton, and At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

nd Manica 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 S. P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILABELPHIA.
From Bethiehem at 9 A. M., 2:10, 4:45, and 3:25 P. M.
From Doylestown at 8:25 A. M., 4:55, and 7:05 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 9:20, 10:35 A. M., and

3:10 P. M.
From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.
ON SUNDAYS.
Philadelphia for Bothlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 5:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets soid and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Crock

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5:10 A. M., 9:25 A. M., and 2:25 P. M.

On Saturday the 2:25 P. M. train will leave at 4:39 P. M. Leave PHILADELPHIA for PORT DEPOSIT from

Passengers are allowed to take wearing apparel only as baggage, and the company will not be resion-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

11.1 President and General Superintendent, W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1839, Leave Philadelphia, foot of Market street (Upper erry), at 15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate sta-

tions.
3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-20 P. M., Passenger, for Bridgeton, Salem, Swedes-

boro, and all intermediate stations.
5 20 P. M., Woodbury and Glassboro accommoda-Freight train for all stations leaves Camden daily. at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE

Commutation tickets at reduced rates between Philadelphia and all stations, WM. J. SEWELL, Superintendent. September 16, 1869.

THE PRINCIPAL DEPOT

REVENUE STAMPS, No. 804 CHESNUT STREET.

CENTRAL OFFICE, NO. 105 S. FIFTH STREET (Two doors below Chesnut street),

ESTABLISHED 1862. The sale of Revenue Stamps is still continued at

the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large

supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance. United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in

payment. Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and

gratuitously furnished. Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

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No. 304 CHESNUT STREET, PHILADELPHIA.

DAVID FLEMMING CIGAR BOX MANUFACTURER, No. 825 COMMERCE Street, above Market Orders filled at the shortest notice.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE. Trains will leave Depot corner Broad street and Washing-ton avenue as follows:

Way Mail Train at 8-80 A. M. (Sunday excepted).

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Whanington 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, Eleton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrynan's, Eegewood, Magnella, 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, Eleton, North-Fast, Perryville, Eavre-de-Grace, Perryman's, and Magnella.

and Magnelia.

Passengers for Fortress Monroe and Norfolk will take the 1200 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Vilnington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 00 P. M. The 5:00 P. M. Train connects with Dela-are Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:19 A. M., 1:30, 4:15,
and 1:00 P. M. The 8:10 A. M. Train will not stop
between Chester and Philadelphia. The 7 P. M.
Train from Wilmington rans daily; all other Accom-

Train from withington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 925 A. M., Express; 235 P. M., Express; 235 P. M., Express; Bunday Train From Baltimore.

Leaves Baltimore at 725 P. M., stopping at Magnelia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND DALTIMORE CENTRAL PHILADELPHIA AND BALTIMORE CENTRAL

RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 430 P. M.

The 7:30 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia Saily (except Sundays) at 120 P. M., running to Oxford.

Leave Post Deposit for Philadelphia Csundays ex-

129 P. M., running to Oxford.

Leave Post Deposit for Philadelphia (Sundays excepted) at 540 A. M., 525 A. M., and 220 P. M.

Trains leaving Wilmington at 630 A. M. and 445 P.
M. will connect at Lamokin Junction with 740 A. M.
and 430 P. M. Trains for Baltimore Central R. R. Through lickets to all points West, South, and Southwest 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 WAINUT STREET WHARF.
At 6-30 A. M., via Camden and Amboy Accom... \$2-25
At 8 A. M., via Cam, and Jersey City Ex. Mail... 3-90
At 2 P. M., via Camden and Amboy Express.... 3-90
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 6:30, S, and 10 A. M., 12 M., 2, 8:30, 4:30, 6, 7, and At 630, S, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 230, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Ferry, proposed (A) (upper side). FROM KENSUNGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.
At 120 and 11 A. M., 230, 830, and 5 P. M. for Trenton and Bristel, and 10-15 A. M. and 6 P. M. for Bristel At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 730 and 11 A. M., 230 and 5 P. M. for Morris-ville and Tullytown. At 550 and 10-15 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington. At 730 and 10-15 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

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 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for At 9 30 A. M., 4, 645, and 12 P. M., for Bristol.

at 12 P. M. (Night), for Morrisville, Tullytown, nenck's, Eddington, Cornwell's, Torresdale, lmesburg, Tacony, Wissinoming, Bridesburg, and henck's. 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 Ohesmat, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9.30

M., 8 and 12 P. M. lines.
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buntalo, Dunkirk,
Elmura, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, chooley's Mountain, etc. At 7:00 A. M. and 3:00 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-

rmediate stations.
AMDEN 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, Moust Holly, Smithville, Ewansville,

Hainesport, Mourt Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3-30 P. M., for Lewistown, Mrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent. EST CHESTER AND PHILADELPHIA RAUBOAD.

V RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A. M., 11-90 A. M., 2-30 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., 155 P. M., 4-50 P. M., and 6-25 P. M. M., 155 P. M., 450 P. M., and 655 P. M.
Than leaving West Chester at 850 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 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 Philadelphia at 440 P. M., and will change cars at B. C. Junction. B. C. Junction.

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

Leave Philadelphia for West Chester at 8:30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M. WILLIAM C. WHERLER, 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.
MAIL TRAIN leaves Philadelphia ... 920 P. M.
Williamsport ... 730 A. M.
wartyes at Erie ... 8-15 P. M.

BUFFALO EXP. leaves Williamsport. 1929 A. M.

" Harrisonrg. 500 A. M.

" arrives at Philadelphia. 925 A. M.

Express East connects at Corry, Mail East at Carry and Irvincton. Express West at Desireon. Will trains of On Creek and Allegheav River Railroad.

ALFRED L. TYLER, General Superintendent.

errives at Erie...
ERIE EXPRESS leaves Philadelphia...
Williamsport... 11 50 A. M. 9 00 P. M. 10 00 A. M. 8 00 A. M. 6:10 P. M. ELMIRA MAIL icaves Philadelphia... Williamsport. " arrives at Lock Haven ... 7:80 P. M. MAIL TRAIN leaves Erie..... 5-15 A. M. 5-15 P. M. vain. 6-10 A. M. williamsport..... FRIE EXPRESS leaves Erie. Williamsport. 3.20 P. M Williamsport 425 A. M. arrives at Philadelphia 120 P. M. ELMIRA MAIL leaves Lock Haven 650 A. M. Williamsport " Williamsport, ... arrives at Philadelphia.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas,
Leaving the Company's depot at Thirteenth and Callowhill atreets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 7:90 A. M. for Reading and all intermediate stations, and Allentown. Heturning, 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, Potrsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

agerstown, etc.
The 730 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 HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquebanna trains for Norhumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.

AFTERNOON EXPRESS,
Leaves Philadelphia at 2:30 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 Phila-

. M., stopping at all way stations; arrives in Phila-lelphin at 18-15 A. M. Returning, leaves Philadelphia at 545 P. M.; ar-ives in Rending at 5 P. M., and at Pottaville at 940

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.

delphia at 6:45 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 2:15 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 Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for ading at 5 A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1 and 5-45 P. M.
PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. 1245, and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A.M. and 12:55 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville, COLEBROOK DALE RATLROAD.

Passengers for Boyertown and intermediate points ake the 100 A. M. and 400 P. M. trains from Philadelpula, returning from Boyertown at 7.25 and 11.50

A. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1935 A. M. and 145 and 1002 P.
M., and connecting at Harrisburg with Pennsylvania and Northern Central Ratiroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2 10 and 5 20 Å. M. and 4 45 P. M., passing Reading at 4 10 and 7 05 Å. M. and 6 16 P. M., arriving at New York at 10 90 and 11 45 Å. M., and 10 20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. change.

A Mail train for New York leaves Harrisburg at \$5:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 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 Trampa, returning from Harrisburg. Pinegrove and Tremont, returning from Harrisburg at 7:55 and 11:56 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, Reading and Potistown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations 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. disnt, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, be cenali points, at \$5250 each, for families and

SEASON TICKETS,-For three, six, nine. twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS from Phadelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all bases. places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and by the beyond po nis beyond,
BAGGAGE — Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot.
Orders can be left at No. 225 South FOURTH Street,
or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Rallroad

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.

Sieeping-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 depot. Orders left at No. 901 Chesnut sireet, or No. 116 Market street, will receive attention. receive attention

TRAINS LEAVE EPOT, VIZ. :-Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at So'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 prored and baggage delivered by 5 P. M., at No. 116

 Market street.
 TRAINS ABRIVE AT DEPOT, VIZ.;

 Cincinnati Express.
 2.45 A. M.

 Philadelphia Express.
 6.20 A. M.

 Eric Mail.
 6.20 A. M.

The Pennsylvania Railroad Company will not nasume any risk for Haggage, except for Wearing Apparet, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS, General Superintendent, Airoona, Pa. AUDTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141

Perumptory Sale No. 1742 Market street.

ENTIRE STOCK OF CABINET FURNITURE, CARPETS, OH, CHOTHS, Ric., Etc.,
of U. G. Bishop, declining business.
On Thesday Morning.

November 2. 1889, at 10 o chock, at No. 1742 Market street,
the entire stock of furniture, compressing a general assortment at soins, lables, bookcases, cane sest and windsoc
chairs, bedsteades, bureaue, wardrobes, washstands, settiess, hunges, matiresses, cottage furniture, looking
clinics, settee cushions, carpets; also, a quantity of oil
cloths, standes, etc., etc. the stades, etc., etc., ferms cash. Sale peremptory.

On Thesday Nov. 2, at 12 o'clock noon, at thr On Taieday, Roy, 2, at the Gener moon, at the margerappears.

ADDISON STREET, No. 1711.—Gentoel Dweiling.
BROAD (North), Nos. 217 to 225.—Sebstantial Warehouse
10. Large Let.
BROAD (South), No. 109.—Modern Regislence,
BROAD (South), No. 109.—Modern Regislence,
DO. K. No. 215.—Valuable Regislence,
100. K. No. 215.—Valuable Hotel.
FILEERT, No. 109.—Modern Regislence,
FINE, No. 244.—Modern Regislence,
SECOND (North), No. 259.—Valuable Store,
POPLAR, No. 125.—Valuable Regislence,
BRIDGETORT, Montgomery County—Farm, Stone
Quarry and Kilns.

serve and Kilms.
FIEVENTH (North), No. 31s. Modern Residence.
SIXTEENTH and CHRISTIAN, S. W. c. cuer - Residence.

ence and Stable.

PINE, No. 659 Store and Dwelling.

JEFFERISON. Nos. 2014 and 214 Gented Dwellings.

TASKEP, Nos. 60 and 84 Gented Celtages.

JENDER, No. 250 Gented Dwelling.

RICHMOND, No. 424 Modern Dwelling.

NECTAEINE, No. 1024 Gented Dwelling.

TWENTY SECOND (South), No. 326 Gented Dwalf-DAUPHIN, West of Twenty-fifth Building Lot. WEST DE LANCEY PLACE, No. 2116 Modula Rost

dence.
GROUND RENTS \$50 and \$55 a year.
STOCKS.

Iou shares of the Catasaugus Manufacturing Co.
40 shares Fifth and Sixth Streets Passenger Railway Co.
7 shares Farmars, Western Market Co.
1 share Moreautile Labrary Co.
8000 Pittsiung, Uncinnati and St. Louis Railway Co.
bonds.
10 23 38

Stee Printing Chemian Land Company
Smo United States 520 Hourd. January and July.
EXECUTOR'S SALE.

\$200 Susquebanna Canal Loan
\$440 do. do. Scrip.
ci starces do. do. Co
do do. Scripthill Navigation Preferred.
55 do. Union Canal Company.
11 do. Hank of Kentneky.
20 do. American Life Insurance Company.
Catalegues now ready.

Catalogues now ready.

Sale No. HIL Girard street.

HANDSOME FURNITIRE. MANTEL AND PIME SCIENCIES. CLRYAINS, OHANDELIERS, CARPETS, CANTON CHINA, ENGRAVINGS.

Nov. 3, at 10 o'chock, at No. HILI Girard street, between Eleventh and Tweltin streets, above Chesaut street, between Eleventh and tweltin streets, above Chesaut alrost, by catalogue, con prising mallogany and oak parlor furniture, and que sofa and chairs, French plate mantel and pier mircers, crimens astra window cartains, Canton china vases, dining room furniture, extension table, sideboard, fine cut glass, Canton china, French china dimer and tea ware, plated ware, chamber furniture two large mallogany wardrobes, secretary, bookause, fine hair mattresses, fine there beds, bulsters and pillows, Witten and Brussels carpets, chandeliers, fine energatings, high case clock, oil cloths, sitchen utemails, e. e. 10.30 3t

DUTCH FLOWER ROOTS.
On Wednesd y Morning.
Nev. 3, at 11 o'clock at the Auction Rooms, two cases, comprising an assertment of choice Hyacinths, Talips, Crocos, Narcissus, Jongath, December, etc., etc., from L. Roozen, Haarlem, Helland.

LIEST SPECIAL TRADE SALE OF
PARIS HOLIDAY GOODS.
On Tursday Morning.
Nov. 4, at 10 o'clock on four months' credit, comprising about 100 loss. Included will be found—
Full lires wax dolls, doll heads, tea sets, cups and ancers, Paris turnished work boxes, work boxes with musical attachments, glove boxes, jewel stands, albums, Vionna silk and leather bags, domestic bags and satchels, velvet, and leather purses, portemonnaies, poetest books, ladies' companious, large variety of accerschams pipet, cigar holders, cases, etc.
The above goods are now landing, and particularly worthy the stention of the trade, comprising some of the linest goods imported.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Mycre & Co. SALE OF 2000 CASES BOOTS, SHORS, HATS, CAPS,

ETC. ETC.,
On Tuesday Morning.
Nov. 2, at 10 o'clock, on four months' credit. 19 27 5t LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Nov. 4, at 10 o'clock, on four months' credit. 10 29 58

IMPORTANT SALE OF CARPFTINGS, U.H. CLOTHS, Fro. Fro. On Friesy Morning. New. 5, at 11 o'clock, on four months' credit, about 200 pleess ligitals, Venetian, list, hemp, cottage, and rag car-petions, oil cloths, rugs, etc. MARTIN BROTHERS, AUCTIONEERS, No. 529 CHESNUT Street, rear entrance from Miner.

Bale No. 523 Chesnut street.

HANDSOME WAINUT PARLOR FURNITURE, Covered in Fine Hatr Cloth, Reps and Plush; Six Elegant Wainut Chamber Sults, Superior Wainut and Oak Diming-room Furniture. Plano Fortes, mandsomely Franced Fisher Plats Mirrors, Fine Oil Paintings, Handsome trussels and other Carpets, China and Glasswars, Superior Proproof Salos, Stoves, etc.

Nov. 3, at 10-o'clock, at the auction rooms, by catalogue, very excellent Household Furniure, etc.

11 12t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
GHESNUT Street, resrentrance No. 1107 Sanson street. D. MCCLEES & CO., AUCTIONEERS, C. D. MCCLEES & Co. L IPPINCOTT, SON & CO., AUCTIONEERS

BOOTT'S ART GALLERY, No. 1020 CHRSNU PAPER HANGINGS.

NACLE, COOKE & EWING. LATE WITH HOWELL & BROS.

FRENCH AND AMERICAN PAPER HANGINGS

No. 1338 CHESNUT Street. GEORGE F. NAGLE.

H. H. COOKE, late of firm of Howell & Brothers.

9 24 fmw9m BEAN & WARD. PLAIN AND DECORATIVE

H. C. EWING.

PAPER HANGINGS.

NO. 251 SOUTH THIRD STREET, BETWEEN WALNUT AND SPRUGE.

PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED OOK! LOOK!! LOOK!!!-WALL PAPERS

and Linen Window Shades Manufactured, the chearest in the city at JOHNSTON'S Depot, No. 1633. SPRING GARDEN Street, below Eleventh, Branch, New Jersey. 255 GROOERIES AND PROVISIONS. CHOTWELL SWEET CIDER.

Our usual supply of this CELEBRATED CIDER just received.

ALBERT C. ROBERTS, Dealer in Fine Groceries, 11 79 Corner RLEVENTH and VINE Streets.

MICHAEL MEAGHER & CO. No. 128 South SIXTERNTH Street, Wholesale and Retail Dealers in

PROVISIONS, OYSTERS, AND SAND CLAMS, TERRAPINS 216 PER DOZEN. LEXANDER G. CATTELL& CO.

PRODUCE COMMISSION MERCHANTS,
No. 12 AORTH WHARVES
NO. 21 NORTH WATER STREET,
PHILADRIPHIA
THEORY G CATTELL ACHELEDED G CATTELL,