THE ALABAMA CLAIMS.

Another Chapter of Unpublished Correspondence-Official Opinions on Sumner's Great Speech.

We are permitted to make public the correspond-once relating relating to the Alabama claims, down to the 1 6th of May last, the date at which Mr. John-son rotired from his position. The last despatch written by Mr. Seward, prior to his relivement from office, was the following, in response to Mr. John-son's elaborate defense of himself of the 17th of February :-- MR. SEWARD TO MR. JOHNSON,

MR. SEWARD TO MR. JOHNSON. DEFARITMENT OF STATE, WASHINGTON, March 5, 1869.—Siri—Your despatch No. 119, of the 17th ult. relative to the protocol and convention recently signed by you on behalf of this Government, has this day been received and submitted to the Fresident. He directs me to say, in reply, that it is regarded as an able and claborate paper, and would have been communicated to the Somite had it not recached here at the close of the present session and that of his administration. It is presumed that the attention of that body will be called to it early in its next session. I am, sir, your obscient servant. WILLIAM IL SEWARD. Reverdy Johnson, Esq., etc.

Reverdy Johnson, Esq., etc. Mr. Johnson was advised by cable as early as the 22d of February, that the Senate Committee on Foreign Relations had resolved to report adversely to the ratification of the convention, but he assumed that the coming in of a new administration would delay final action. He therefore set to work, on his own responsibility it appears, to produce an amendment to the convention which should provide for the settlement of all claims that either Government might have upon the other. His first visit, with this view, was made to Lord Clarendon. March 22. Clarendon thus alluded to the interview in a des-patch to Mr. Thornton, of the same date :--

THE EASL OF CLARENDON TO MR. THORNTON.

FOREMON OFFICE, March 22, 1869.—Sir.—Mr. Reverdy Johnson called upon me to-day to propose that an amendment, of which I inclose a copy, thould be made to Article I of the Convention, as he thought it would satisfactorily meet the objections entertained by the Senate to the Convention, and would secure

Its ratification by that body. I remarked to Mr. Johnson that his proposal would introduce an entirely new feature into the conven-tion, which was for the settlement of claims between the subjects and citizens of Great Britain and the United States; but that the two Governments not having put forward any claims on each other, I could only suppose that his object was to favor the introduction of some claim by the Government of the United States for injury sustained on account of the policy pursued by her Majesty's Government. Mr. Reversy Johnson did not object to this inter pretation of his amendment, but said that if claims

to compensation on account of the recognition by the British Government of the belligerent rights of the Confedorates were brought forward by the Government of the United States, the British Government might on its part bring forward claims to com pensation for damages done to British subjects by American blockades, which, if the Confederates were not belligerents, were illegally enforced against

I replied that amendments has repeatedly been made during the negotiations in order to meet the wishes of the United States Government, and to wishes of the United States Government, and to secureas it is said, the assent of the Senate, but that our course of proceeding had not been met in a corresponding spirit; and we only knew that, con-trary to custom, the convention had at once been published, not only before it was ratified, but before it had been taken into consideration by the Senate; and that, to this day, we had not been informed of the objections made to the convention by the Com-mittee of the Senate, or whether the Senate would come to a decision upon it or not. come to a decision upon it or not.

Under these circumstances, I said that it did not seem proper for her Majesty's Government to take any further step in the matter, or to adopt any amendment of the convention, even if it had been

free from objection. Mr. Johnson requested me to take it into consideration, and I assured him that I would bring his pro-posal to the knowledge of my colleagues, but that I did not think their view of it would differ from my

own. I am, etc., CLARENDON.

MR. THORNTON TO THE EARL OF CLARENDON.

WASHINGTON, March 23, 1869.—My Lord:—I have been informed by Mr. Sumner, the chairman of the Committee on Foreign Relations, that the conven-tion on claims signed by your Lordship on the 14th of January last will be submitted to the Senate in Executive session as soon as an opportunity shall offer. But all other business has been delayed by the prolong discussion on the Tenure-of-office act.

It has been reported in the newspapers and else-where that Mr. Summer has prepared a lengthy expo-sition which will be submitted with the committee's sition which will be submitted with the committee's adverse report on the convention, and that its tone adverse report on the convention, and that it stone would tend to excite a warlike feeling against Eng-land. When I last saw Mr. Sumner, a few days ago, he of his own accord alluded to these reports, and declared in an carnest manner that his statement on the convention would in no way display a hostile

necessary proclamation of the Queen, enjoining neu-trainy on her Majesty's subjects; that she owes them an apology for this slep; that she is responsi-ble for the property distroyed by the Ahaams and other Confederate cruisers, and even for the remote damage to American shipping interests, including the increase of the rate of insurance; that the Con-federates were so much assisted by being able to get arms and ammunition from England, and so much encouraged by the Queen's proclamation, that the war lasted much longer than it would otherwise have done, and that we ought therefore to pay ima-duary editional expenses imposed once the Late-

arrange additional expenses imposed upon the United states by the prolongation of the war. Mr. Summer claims that American shipping suf-fered an immense loss on account of the Confede-rate cruisers, and clies as a proof of this loss the decrease in American and the increase in British tonnage during the war; but he ignores the fact that the transfer of American vessels to the English mag was almost entirely fictitions, and that the owners, capital, masters, and crews were really the same, and American, although under English names and flag. There was consequently very little actual, but only an apparent loss. That since the war ship-building has gradually decreased, and is still de-

britiding has gradually decreased, and is still de-creasing in an extraordinary manner, must be traced to some other causes than the former proceedings of the Confederate cruisers. The idea of England being responsible for a certain portion of the expenses of the American civil war, on account of its prolongation, due to the policy of Great Britain and the presence on the seas of Con-federate cruisers, seems almost too preposterous to entertain ; but the absurdity of it appears at once by the consideration that if the prefension were to be admitted, a nice examination would have to be made, what proportion of the losses on shipping interests and by increased insurance would be due by us on account of the Alabama, and what proportion should be assigned to the other Confederate cruisers, two of which, the Sunter and Nashville, actually sailed from Confederate ports with commissions from the Confederate Gov-ernment; and farther if we are to be responsible for a part of the expenses of the war on account of its prolongation, we should have a right to know how far the linited States Government are responsible for it, and to insist on an impartial jury to exa-mine into and decide upon the general conduct of the naval and military operations during the

Your lordship will observe that Mr. Sumner claims Your lordship will observe that Mr. Summer claims to be animated with an anxious desire that peace should be maintained with Great Britain; yet I know of no arguments more calculated than those con-tained in his speech to excite the passions of his countrymen, and to inflame that animosity which, unhappily, it is but too apparent they still feel against England. England

Mr. Johnson finally wound up his efforts, and took leave of the subject in the following severe com-ment upon Mr. Sumner's speech :--

MR. JOHNSON TO MR. SISH.

LEGATION OF THE UNITED STATES, LONDON, MAY 10, 869-Sir:-I have the honor to acknowledge, etc., etc.

In relation to your despatch No. 105, I was, of course, aware before receiving it that the modification of the claims convention which formed the sub-lect of the correspondence between the Earl of Clarendon and myself, referred to in my despatch No. 150, was declined by the President. No. 150, was declined by the President. Whether such a modification would have rendered the convention acceptable to the Presi-dent and Senate I cannot know. I deem it my duty, however, to add that such a modi-fication cannot now be obtained. I think that this is owing to the publication of Mr. Sumner's speech, which has not only had an unfavorable effect upon the Government, but upon the people of this country. If an opinion may be formed from the public press, there is not the remotest chance that the demands contained in that speech will ever be recog-nized by England. The universal sentiment will be ound adverse to such a recognition. It would be held, as I hear from every reliable source, to be an abandonment of the rights and a disregard of the

honor of this Government. I remain, with regard, your obedient servant. Revenuy Johnson. Hon. Hamilton Fish, Secretary of State.

Hon. Hamilton Fish, Secretary of State. This brings the subject down to the advent of Mr. Motley, and its next phase, which has not yet even begun to assume shape, will be awaited with inter-est. In the meantime, the discussions in Congress will go on, and the public will be able to get a com-paratively clear idea of the subject from the digests of the correspondence which have been published during the past year. CYMON.

GENERALITIES.

Census of a Block in New York. Mr. Ralisbach, of the Five Points House of Indus-try, publishes in the Monthly Record a consus of a single block in the Sixth ward, obtained by a thorough visitation. He finds it inhabited by 561 families, comprising 22:27 persons, of whom 1241 are adults and 1206 children. About two-thirds of the adults are women, and of these one-fifth are aban-dened women. Most of the families compared by adults are women, and of these one-fifth are adah-doned women. Most of the families occupy only one room. It is believed that the tenement families pay sixty thousand dollars yearly rent. Besides, there are four large rectifying houses, forly-nine beer saloons, two bakeries, three clothing stores, two slop shops, five provision groceries, one primary school, and five brothels. The tenements are mostly need for lodging houses, and the others generally used for lodging-houses, and the others generally occupied by widows, both being very unhealthy. There are twenty-two Protestant families, who welcome all efforts to do them good. Many Catholic families are willing to have the Testament read. In 1842 the same block contained only about twelve hundred souls; several large tenement-houses hav-ing been built since that time, and all are more densely filled. Mr. Halliday, the superintendent, remarks that "the number of women openly committee to a life of prostitution in this neighborhood is not within seventy-five per cent, of what it once was, nor is there as much drunkenness, by a very large percentage, as there was before the excise law wa enacted.

RAILROAD LINES.

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

A advecs Rainkoad, —TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:— Way Mail Train at 3:20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Raincad at Wilmington for Crisifeld 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 Casile. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrymanw, Bigewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:20 P. M. (daily, for Baltimore and Washington, Newark, Elkton, North-East, Charlestow, North-Bast, Perryville, Havre-de-Grace, Perrymanw, Edgewood, Magnolia, Chase's and Stemmer's Run. Might Express at 11:20 P. M. (daily, for Baltimore and Washington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perrymanwa, Bigewood, Magnolis, Chase's and Stemmer's Run. Might Express at 11:20 P. M. (daily, for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-Bast, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Nordolk and

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Wate Rainford for marington and intermediate stations. Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 . M., will connect at Lamokin Junction with the 7:09 . M. and 4:39 P. M. trains for Baltimore Central

Railroad.

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

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper

Ferry), at 515 A. M., Mall, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations. B 15 P. M., Mail, for Cape May, Millville, Vineland,

and way stations below Glassboro.
3:50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5:50 P. M., Woodbury and Glassboro accommodation.

tion. Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE

Avenue. Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.) Leave Philadelphia, S⁴15 A. M. Leave Cape May, 1⁴10 P. M.

Septemb	WM. J. SEWELL, Superin er 16, 1869.	tendent. 9 20
	LUMBER.	
1869	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.	1869
1869 sp.	SEASONED CLEAR BINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. ANISH CEDAR, FOR PATTER RED CEDAR.	1869
1869	FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.	1869
1869	VALNUT BOARDS AND PLAN VALNUT BOARDS AND PLAN WALNUT BOARDS, WALNUT PLANK.	£1869
1869	UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE.	a 1869

READING RAILROAD. GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schnylkill, Susquebanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadaa

TILL DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, NOVEMBER 16, 1869.

Caladas. Leaving the Company's depot at Thirteenth and Callowkill streets, Fhiladelphia, at the following hours:-- MORNING ACCOMMODATION.

RAILROAD LINES.

hours: — MORNING ACCOMMODATION. At 750 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 640 P. M.; arrives in Philadelphia at 915 P.M. MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrore, Tamagua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc. The 750 A. M. train connects at READING with

Last Fransylvania Railroad trains for Allentown, etc., and the S¹⁵ 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 Schuylell and Susanabana trains for Norley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:40 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 3:40 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-delphia at 18:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-M. Returning, leaves Philadelphia at 5:15 P. M.; ar-

Returning, leaves Philadelphia at 515 P. M.; ar-rives in Reading at S P. M., and at Pottsville at 940 Trains for Philadelphia leave Harrisburg at \$40 A.

Trains for Philadelphia leave Harrisburg at \$40 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 Phila-delphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisbarg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M. Market train, with a massengenera attaching anyon

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-

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

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7 50 A. M., 1245, 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. 12:45, 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 Perklomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Boyertown and intermediate points take the 7:30 A. M. and 4:50 P. M. trains from Philadelphia, returning from Boyertown at 7-25 and 11-50

NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12:35 A. M. and 145 and 10:02 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 210 and 520 A. M. and 445 P. M., passing Head-ing at 410 and 705 A. M. and 616 P. M., arriving at New York at 10°60 and 11.45 A. M., and 10°20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

At 745 A. M. (Express) for Bethlehem. Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittsion, Towanda, Waverley, and in connection with the ERIE RAILWAY for Barfalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all noints in the Great West. change. A Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.00 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Francisco, and all points in the Great West. At 9:55 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk. Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:50 A. M., and 6:50 P. M., returning from Tamaqua at 3:35 A. M., and 2:15 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 3:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M. TICKETS. Through first class tackets and emigrant tickets to all the principal points in the North and West and Canadas. Essex Ballroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton, At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 645 and 1045 A. M., and Excursion Tickets from Philadelphia to Reading

For Port Washington at 0.45 and 10.45 A. M., and 11.30 P. M.
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 Depot

RAILROAD LINES."

ta she a teachiran destruit in teachira

AUOTION SALES.

M. THOMAS & SONS, NOS. 189 AND 144

TO CABINET MAKERS AND OTHERS.

Administratric' Sale Estate of John H. Hubbs, decessed NFINISHED FURNITURE, TOOLS, LUMBER, WAGON, FURNITURE OAR, HARNESS, FIRE PROOF, Etc. On Walnaster Memoirs

PROOF, Rto. PROOF, Rto. On Wednesday Morning. 17th inst., at 10 o'clock, Nos. E5 and e27 N. Second street. a quantity of unfinished furniture, comprising II walant hureau frames, 30 walnut reception and wall chairs, 4 wal-nut secretaries and bookcases, 5 centre and bounget tables, 11 walnut French post bedsteads, 3 walnut buffet sideboards, 15 acda trames, secretary and bookcase, finished . 10 stats brocadella and Lisbon marble, tool chest and toois, lot springs, large lot walnut and pine humber, ve-neers, mouldings, gine, varnish, work beach, counting-room furniture, ire-proof, by Farrel & Horring, etc. Also, suit old walnut chamber furniture, 3 picess, finished.

finished. Also, suit cottage chamber furniture, finished. Also, York wagon, made by Rogers; single harness furniture car, nearly new; set double harness, etc. 11 16 36

SPECIAL SALE OF FINE PLATED WARE, HAND-SOME TEA SETS, FINE IVORY TABLE OUT-LERY, ETC. At 3 o'clock, and Evening, at 7% o'clock, an excellent collection of Fine Plated Ware, including handsome tea mats, ice water pitchers, casters, butter dishes, forks and spicons, fine ivory table cutlery, etc. RICH IMPORTED FANCY GOODS Also, in the evening, an invoice of rich imported

Also, in the evening, an invoice of rich importe-fancy goods, satchels, cabas, companions, port-mon naies, etc. II 16 2t

NOTICE. - Thursday next, November 18, being Thanks-giving Day, our regular sale of furniture, etc., will take place on Friday, November 19th.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Wednesday Morning, Nov. 17, at 10 o'clock, on four months' credit. 11 12 45

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS. ETC Friday Morning, Nov. 19, at 11 o'clock, on four mouths' credit, about 290 pieces ingrain, Venetian, list, hemp, cottage, and rag car-petings, oil cloths, rugs, etc. 11 13 56

LARGE SALE OF DAMAGED GOODS FOR CASH. On Friday Morning, November 19, embracing the stock of Messrs. Herzberg, Goodman & Co., damaged at the late fire, consisting of hosiery, gloves, white goods, shirts and drawers, corsets, trimmings, hoop skirts, veil bareges, suspenders, cutlery, etc.

ALSO, SOUND GOODS.

On four months' credit, including travelling shirts, clothing, shirt fronts, ties, tailors' trimmings, fancy goods, etc. II 15 2t

LARGESALE OF FRENCH AND OTHER EUROPEAN DRY GOODS. On Monday Morning. Nov. 22, at 10 o clock, on four months' credit. 11 16 4t

LIPPINCOTT. SON & CO., AUCTIONEERS, No. 240 MARKET Street.

LABGE POSITIVE SALE OF 1000 PACKAGES AND LOTS FOREIGN AND DOMESTIC DRY GOODS. Germantown Goods, Hoslery and Gloves. Shirts and Drawers, Handkerchiefs, Millinery Goods, Hats, Etc. On Wednesday Morning. Nov. 17, at 10 o'clock, on four months' credit. Included will be found about 1000 doz. Germantown Goods, com-prising hoods, Nubias, shawis, Avabs, scarfs, etc. Also. 1000 doz, children's hose, 500 doz. Iadies' and genis' cloth and Berlin gloves. 10 cases shirts and drawers. Also, 550 lots millinery goods, 50 cases hats: notions. Also, a stock of goods, etc.

MARTIN BROTHERS, AUCTIONEERS,-

No. 529 OHESNUT Street, rear entrance from Minor.

of goods, etc

At 650, S, and 10 A. M., 12 M., 2, 5:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:39 P. M., for Edgewater, Elverside, Elverside, Reserved

P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton. The 11:30 P. M. Line leaves Market Street Ferry, (upper side).

At 7:30 A. M., 2:30, 3:50, and 5 P. M. for Bristol. At 7:50 A. M., 2:30, 3:50, and 5 P. M. for Bristol. At 7:50 A. M., 2:30 and 5 P. M. for Bristol. Tollytown.

Tullytown.
At 7:30 and 10:45 A. M., and 9:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 9:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Brideaburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.
FROM WEST FHILADELPHIA DEPOT. Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25.

Barte on Friday, November 19th.
Extensive Sale at the Auction Rooms, Nos. 129 and 141 South Fourth street.
SUPERIOR HOUSEHOLD FURNITURE, PIANO. MIRRORS, EURGLAR, PROOF SAFE, OFFIOR FURNITURE, HAIR MATTRESSES, FEATHER BEDS, STOVIS, HANDSOME VELVET, BRUSSILLS, AND OTHER CARPETS, ETC.
On Friday Morning.
November 19th, at 1 o'clock, at the auction rooms, by categories, a large assortment of superior Household furniture, comprising -2 handsome walnut parlor suits, covered with plush; walnut parlor furniture, covered with reps and hair cloth, library and dining room furniture, walnut chamber suits, superior resewood 7 octave plano-forte, i rosswood grand planos, French plate mantel and pier mirrors, handisome walnut varirobes, bookcases, side boards, extension, centre, and bounget tables, longages, sofa bedsteads, arm chairs, etagores, hat stands, office furnitore, cill psintings and engravings, fine hair mat-fresso, feather beds, bolsters and pillows, chinas and gate cooking stoves, cabinetimaler's bench, handsome vel-vet. Brussels and other carpets, oil cloth, etc. TO BANKS AND BANKERS.
Also, superior rosewood 7 octave plano-forte, made burglar-proof safes, with patent combina-nition of locks, made by Yeans With patent for the pro-series of locks, made by Yeans Matters.

At 11:30 P. M., Emigrant Line. Fare, \$2, At 7, 9:50, and 11 A. M., 1:20, 4, 6:45, and 12 P. M.

At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tallytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 930 A. M., 645 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7'20 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Monirose, Wilkesbarre,

wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 2:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

Intermediate stations, CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-DOAD RETON AND HIGHTSTOWN RAIL-

PIANOS. Also, superior rosewood 7-octave piano-forte, made by Iniseng & Narresen, N Y Also, superior rosewood 7-octave piano-forte, made by Wilhelm & Schuler. 2 rosewood grand pianos. BOOKCASES. Also, 4 superior oak bookcases, made by Moore & Cam-pion. 11 16 21. PEMBERTON ARE STREET FERBY (UPPER SIDE). FROM MARKET STREET FERBY (UPPER SIDE). BUNTING, DURBOROW & CO., AUCTION-EKRS, Nos. 282 and 284 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

FROM MARKET STREET FERRY (CPPER SIDE). At 7 and 10 A. M., 1, 245, 3430, 5, and 6430 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mouat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3430 P. M., for Lewistown, Mrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA. FALL SCHEDULE.

Takes effect November 1st, 1869. Fifteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

spirit against us, but would merely set forth and sur port by strong arguments the views held by the people of the United States with respect to the course pursued by England during the late civil war with regard to the Southern States

As far as it is possible to form an opinion of so nu-merous a body as the Senate, voting in secret session upon the convention in question, my belief is that it will fail to obtain in its favor the necessary two-thirds of their votes. I have, etc. EDWARD THORNTON.

On the 25th of March, Mr. Johnson addressed the following letter to Clarendon, setting forth his new proposition in full. It is interesting as showing a phase of the negotiations that never was fully under-trood.

MR. REVERDY JOHNSON TO THE EARL OF CLARENDON.

LEGATION OF THE UNITED STATES, LONDON, March 25, 1869.---My Lord:---I know you fully concur with me that it is important to the interests and tranand that it is important to the interests and tran-quility of both our countries that the convention signed by us on the 14th of January last should go into operation. As this cannot be effected without the ratification of the convention by the Senate of the United States, it is necessary to remove the ob-jection which that body is supposed to entertain to it. I have reason to believe that the objection consists in the fast that the convention provides only for the settlement by arbitration of the indivi-dual claims of British subjects and American citi-zens upon our respective Governments, and not for any claims which either Government, as such, may have upon the other. If I am right in this, as I think I am, the principle of arbitration is not disap-proved of. On the contrary, all that the Senate desires is that the entire contoversy as to claims shall be included within it, so as thereby to be finally settled.

My Government believes, as I am now advised, that it has a claim of its own upon her Majesty's Government, because of the consequences resulting from a premature recognition of the Confederates during our late war, and from the fitting out of the Alabama and other similar vessels in her Majesty's ports, and from their permitted entrance into other sorts to be refitted and provisioned during then

piratical crulse. The existence of such a claim makes it as neces-sary that its ascertainment and adjustment shall be

sary that its ascertainment and adjustment shall be provided for as the individual claims growing out of the same circumstances. As I excisined to your fordship, at the interview which I had the honor to have with you on Monday, the 25d instant, the decision of the arbitration upon the claim in question may be such as to give Her Majesty's Covernment a claim opon the United States. I therefore now officially propose to your fordship that we sign a supplemental convention, which shall only so far alter the one of the 14th of January as to provide that the claims which either

"That all claims on the part of Her Majesty's Gov-ernment upon the Government of the United States, and all claims of the Government, and leaving the rest of the article unchanged. Such a precaution as this would, I have every rea-son to believe, at once result in the ratification of the Convention by the Senate. And as it would in no degree compromise the rights of honor of either Government, but merely carry on the principles of arbitration upon which the Convention of the 14th of January rests, I earnestly hope that her Majesty's Government will consent to it. REVERDY JOINSON.

Government will consent to it. REVERBY JOHNSON. Right Honorable the Earl of Clarendon, etc. etc. On the 19th of April, Mr. Thornton communicated to his Government officially the information of the rejection of the treaty. He reviewed Mr. Summer's speech at length, but the following are the material continues of the letter:-portions of the letter :-

MR. THORNTON TO THE EARL OF CLARENDON,

JR. THORNTON TO THE EARL OF CLARENDON, (2X17aC). WASHINGTON A APRIL 9, 1869. Thave the bonor to inform your Lordship that the faith of Jahuary last, was submitted to the Senate in executive session on the lith inst, with the adverse protection as signed by your Lordship on the third of Jahuary last, was submitted to the Senate in executive session on the lith inst, with the adverse protection is been decided upon by the Committee on Foreign Relations. Mr. Summer walled himself of the occasion to make a long speech on the subject, and as the Senate subse-public, it has been inserted in all the newspapers in the county. It was followed by a few more, all the senator from Michigan, seems to have been the most violent against England, and in it is plainly indi-solent against England, and in it is plainly indi-senator from Michigan, seems to have been the most violent against England, and in it is plainly indi-senator from Michigan, seems to have been the most violent against fund and only one in its fave. The tamber is plain will percenter that the sum of Mr.

United Status by the premature unfriendly and un-

Arson and Violence in South Carolina.

Arson and violence in South Carolina, has Governor Robert K. Scott, of South Carolina, has issued a proclamation declaring that the county of Sumter, in that State, is infested by bands of lawless and unprincipled men, who, under pretext of sup-pressing illicit traffic in cotton. have wilfally and maliciously set fire to and consumed the storehouses of citizens, and openly avow their determination of constituent of the storehouses of supervisor of the storehouses of supervisor supervisor is a storehouse of the storehouses of supervisor supervisor supervisor is a storehouse of supervisor s of citizens, and openly avow their determination of perpetrating similar outrages upon the property of others, unless the threatening notices served upon them are promptly obeyed; these parties are regu-larly organized, armed, and mounted, and, disguised in fantastic costumes, prowil about at night in bodies too strong to be confronted or arrested by the peace officers of the county. The Governor calls on magis-trates, sheriffs, other officers, and citizens to be vigi-lant in suppressing these desperadoes. He says also that he has summoned the armed police of the State to the aid of the officers, and, if this proves insuff-cient, he will place Sumter county under marilal cient, he will place Sumter county under marilal aw.

A Printing Office Spirited Away.

The Nashville (Tenn.) Union of the 12th inst. reates the following :-

The printing office of the Labor-Union mysteriously disappeared on Wednesday night last. It appears that B. F. C. Brooks, the editor and one of the prothat B. F. C. Brooks, the editor and one of the pro-prietors, closed the office at the usual hour, and with the keys of the office, bookcuse, etc., repaired to his residence near Fort Gillem. On returning to the office yesterday morning, he found the office gutted, the desk of the bookcase broken, the books and all the paper, type, cases, chases, and. In fact, every-thing carried away. Some gentlemen who sleep in rooms near the place informed him that it was done in the early part of the night by Henry N. Gramer and a young man named Samuel Ebberts. The former gentleman, we belleve, is a partner of Mr. Brooks, and we suppose future developments will throw more light on the subject. Brooks obtained a State warrant from Eag. Brien against the parties, State warrant from Eso. Brien against the parties, who will appear for trial to-day.

"The" Oldest Inhabitant. The Terre Haute (Ind.) Express has the following tem :--"John Walker, a colored man residing in the northeast part of this county, aged one hundred and seven years, was at the county clerk's office Saturday afterneon, giving his deposition to a couple of Vincennes lawyers in a suit for some old land claim. His testimony ran back before the battle of Tippe-rance, when Harrison was at Vincennes. He was a slave at the time."

A Police Sergeant's Dinner. On a recent wedding occasion, on the east side, a jolly police sergeant who was invited to participate in the *driemer*, ate a five pound satmon, two quarts of ovsiters, a quart of ice cream, three pounds of chicken salad, and other tibbits. He boasts of the feat, and estimates that the total amount consumed will reach fitteen pounds, at the cost of \$25 to the parents of the bride. He also drank two bottles of champagne. He should be at once promoted to Alderman.

PERSONAL.

CAUTION

C A U T I O N ! DONNELLY'S OLD ESTABLISHED PHOENIX MONKY LOAN OFFICE. removed from No. 268 SOUTH Street, corner of RONALD-SON, to his new and large building No. 1488 SOUTH Street, above Broad. Entrance to private effice at door of Dwelling: also on DOYLE Street, in the rear, where money will be loaned as usual on Diamonds, Watches, Jowshy, Silverware, Dry Goods, Clothing, Beds, Bedding, Carpets, Furniture, Pictures, Paintings, Gans, Pistols, Musical Instruments, and goods of overy description and value. Secure safes for the keeping of valuables: also ample accommodition for the care and storage of goods. MINERAL INSTRUMENT P. MONNELLY Broker, No. 1421 SOUTH Street.

D.R. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcers in the throat, mouth and nose, sure legs and sores of every concervable character. Office, No. 33 South ELEVENTH, between Chesnut and Market Str ste

1869 _{WHI}	SEASONED POPLAR. SEASONED CHERRY. 1869 ASH. TE OAK PLANK AND BOARDS. HICKORY.
1869 _{s1}	CIGAR BOX MAKERS' CIGAR BOX MAKERS' PANISH CEDAR BOX BOARDS, FOR SALE LOW.
1869	CAROLINA SCANTLING. 1869 NORWAY SCANTLING.
1869 113	CEDAR SHINGLES. CYPRESS SHINGLES. 1869 MAULE, BROTHER & CO., No. 2500 SOUTH Street.
UNITE FIFTE	D STATES BUILDERS' MILL, ENTH STREET, BELOW MARKET,

ESLER & BROTHER, Proprietors.

WOOD MOULDINGS,

W

lock

8 1

							E	BR.	AC	KI	ст	s,	EI	FO.
3	3AI	.US	ST B	RS	AN	D	TU	RN	IN	ąγ	01	RK	-	
La	ge	Ste	ock	alw	ays	on	ha	nđ.				91	1.3	m
U	M	в	E	R	U.W.					C	0	v	E	R
														em.
, 5	ning	gle	s, e	tc.,					GII					
105		N	to. 1	024	RIC	HM	103	D	Stre	eet,	18	th y	var	d.

PATENTS.

WILLIAM S. IRWIN. GENERAL PATENT AGENT. No. 406 LIBRARY STREET. OUTCALT'S PATENT ELASTIC JOINT IRON ROOF. AMERICAN CORRUGATED IRON CO.'S MANU FACTURES, FIRE PROOF BUILDINGS, ETC. TAYLOR & COALE'S PATENT AUTOMATIC LOCK-UP SAFETY VALVE. BRADFORD'S LOW WATER INDICATOR, FTO.

KTO. 104111 PATENT OFFICES,

N. W. Corner FOURTH and WALNUT

PHILADELPHIA.

FEES LESS THAN ANY OTHER RELIABL AGENCY.

Send for pamphle on Patents.

CHARLES H. EVANS. 8 4 thstu

STATE RIGHTS FOR SALE. - STATE TATE RIGHTS FOR SALE. - STATE Rights of a valuable Invention just patonted, and for the SLICING, CUTTING, and OHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. 4. 52711 MUNDY & HOFFMAN.

LOST.

\$10 REWARD.-LOST-A CERTIFICATI of New City Loan, No. 1529, for \$4500, in the nam of JOHN GARDE. Application has been made for a re newal of said certificate. Of no use to any one but M.P. GARDE, '9 24 fta 264* No. 255 DEAN Street. Philadelphile.

DAVID FLEMMING OIGAR BOX MANUFAOTURER,

No. 625 GOMMEROF Street, above Market Orders filled at the shortest notice. 10.14.1=0 and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potstown Accommodation Trains, at reduced rates.

Trains, at reduced rates, The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, dis-count, between any points desired, for families and firms.

MILEAGE TICKETS .- Good for 2000 miles, be-tween all points, at \$52:50 each, for families and firms. SEASON TICKETS .- For three, six, nine,

twelve months, for holders only, to all points, at re-duced rates.

CLERGYMEN residing the line of the road will be furnished with this entiting themselves and wives to tickets at half fare. EXCURSION TICKETS from Phyadelphia 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 places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

for the principal stations only at 2:15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:25 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond. BAGGAGE -- Dungan's Express will collect bag-gage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street,

or at the Depot, THIRTEENTH and CALLOWHILL Streets.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S.P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Rairoad 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 beleaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depst. 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 depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. TRAINS LEAVE EPOT, VIZ. :--

There is a second the second second
Mail Train. 8'00 A. M. Paoli Accommodat's. 10'30 A. M., 1'10 and 6'50 P. M.
Paoli Accommodat's 10'50 A. M., 1'10 and 6'50 P. M.
Fast Line and Erie Express 11 50 A. M.
Past Line and Line hapten 9-00 D M
Harrisburg Accommodation 220 P. M.
Lancaster Accommudation 4'10 P. M.
Parkesburg Train
Cincinnati Express. 8 00 P. M. Erie Mail and Pittsburg Express. 947, P. M.
Exto Mail and Pittsburg Express,
Accommodation 12.11 A. M.
Accommodation
Pacific Express
Evic Mail leaves daily, except Sunday, running on
Contractas night to Williamsport only. Un Sunday
night massengers will leave Philadelphia at So'clock+
Pacific Express leaves daily. Cincinnati Express
dally, except Saturday. All other trains daily, ex-
dally, except datating, and other status daily, ex-
cept Sunday. Proin much dation Prain much date
The Western Accommodation Train runs daily,
The second state the second state of a particular the second

except Sunday. cured and baggage delivered by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ. :

Paol

Park Fast Lanc

Erle

Pacif

nnati Express	2
dephin Express	2
Mail	3
Mail	2
eaburg Train	
essurg Train	
nator Train	2
Express	8
hern Express. 700 P. M. Haven and Etmira Express. 700 P. M.	ĕ
Haven and Elmira Express 100 P. M.	ŝ
to Express	
isburg Accommodation	
r further information, apply to	
TATEN BY A NUMBER OF A DESCRIPTION OF A DESCRIPTION	

F. VANLEER, JR., Ticket Agent, No. 601 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, JOHN F. V.

The Pennsylvania Railroad Company will not ag-sume any risk for Bazgage, except for Wearing Ap-parel, and hinst their responsibility to One Hundred Dollars in value. All Bazgage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS, 4 29

General Superintendent, Altoona, Pa.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 210, 435, and 825 P.M. From Doylestown at 825 A. M., 455, and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 9:20, 10:35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS, Philadelphia for Bethichem at 9:36 A. M.

Philadelphia for Doviestown at 2 P. M. For Abington at 7 P. M. Doviestown for Philadelphia at 650 A. M. Doylestown for Philadelphia at ever A. M. Bethlehem for Philadelphia at 4 P. M. Ablagton for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Peunsylvania Baggage Express Office, No. 165 S. FIFTH Street, 11 1 ELLIS CLARK, Agent,

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 920 P. M., 445 P. M., 440 P. M., 645 and 1120 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 540 A. M., 745 A. M., 1045 A. M., 145 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 800 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving

sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. IC. Junction will take train leaving Philadelphia at 440 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. The cars of both lines connect with each train upon its arrival.

arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at S-30 A. M. Leave Printeerpina for Philadelphia at 755 A. M. Leave West Chester for Philadelphia at 755 A. M.

and 4 00 P. M. WILLIAM C. WHEBLER, 4 105 General Superintendent,

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia: WESTWARD. MAIL TRAIN leaves Philadelphia... Williamsport. 7/30 A arrives at Erie. 8.15 P

ERIE EXPRESS leaves Philadelphia. "Williamsport. 11.50 A 9.00 P arrives at Erie. 10.00 A. 8.00 A. ELMIRA MAIL leaves Philadelphia. "Williamsport." 610 P

arrives at Lock Haven... 7:30 P. M. MAIL TRAIN leaves Erie. Williamsport. 8415 A. M 9.15 P ERIE EXPRESS leaves Erie. 3-20 P

4·25 A. 1·20 P. 6·50 A.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% F. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 9, 3%, 5%, 7, 9, and 11 F. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, B:40, 5:40, 6:40, 8:40, and 10:40 F. M. Construction of the state o

PHILADELPHIA AND BALTIMORE CENTRAL MINTER ABRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all stations on philadelphia, Baltimore Central, and Chester Creek Railroads:-Leave PHILADELPHIA for POET DEPOSIT from popot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M. A Freight Train, with Passenger Car attached, will leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M. On Saturday the 2:25 P. M. train will leave at 4:50 P. M. Passengers are allowed to take wearing apparet reference.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 137, 8, 4%, 5, 5%, 6%, 505, 1006, am7 11% P. M. Leave Manayank at 6'10, 7, 7%, 8'10, 9%, and 11% A. M., 2, 5%, 5, 6%, 8'30, and 10 P. M. The 6 P. M. train from Philadelphia will stop only at School land and Manayunk. ON SUNDAYS. P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. IEENET WOOD,

111 President and General Superintendent.

Sale No. 529 Chesnut street. HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, Fine Mirrors, Piano-Forte, Superior Walnut Office Furniture, Fine Brus-seis, Velvet, and other Carpets; Large quantity Fine China, Glassware: Large and Superior Fireproof Safe; Walnut and Oak Extension Tables, Stoves, etc. 17th inst., at 10 o'clock, at the suction rooms, by cata-logue, very excellent assortment of Household Furniture, etc. FINE WRITING PAPERS, ENVELOPES. Also, at 11 o'clock, large quantity of fine cap, letter, and note paper; 500,000 envelopes, buff, canary, white, and manilla: 160 gross Faber's, [Guttkneebt, and Eagle lead pencils. 10 Sale No. 529 Chesnut street.

SALE OF A RETAIL STOCK OF DRUGS, GLASS JARS AND BOTTLES, SHOW-CASES, FANCY GOODS, ETC. On Saturday Morning, Nov. 20, at 10 o'clock, at the Auction Rooms, the entire stock of a retail drug store, fine glass bottles and jars, show-cases, etc. [11 13 st

SALE OF STOCKS AND REAL ESTATE. On Monday, Nov. 29, at 12 o'clock, moon, at the Philadelphia Ex-change, Third and Walnut streets, will be sold, without reserve-

eserve-Estate of James J. Martin, deceased. 22 shares Steamship Dock Company. 20 shares do. do. do. 36 shares do. do. do. 94 shares do. do. do. 95 shares do. do. do. 95 shares do. do. do. 96 shares do. 96 sh

county. Iso shares Wood Preserving Oo. of Pennsylvania. So shares Camden and Amboy Railroad. 1 share Mercantile Library. REAL ESTATE. THREE-STORY BRICK RESIDENCE, No. 704 S.

THREE STORY BRICK DWELLING, No. 703 Wyg-

ming street. BUILDING LGT. S. Sixth street, above South. THERE-STORY DWELLING, N. Thirteenth street, above Girard avenue. [1] 13 70

Executor's Peremptory Sale – Estate of the late John Bartram, deceased. VFRY VALUABLE NUMISMATIC COLLECTION, Rare American and Foreign Colus and Medals, Etc. On Monday and Tuesday Afternoons. Nov. 29 and 20. commencing each day at 3% o'clock, the entire large and very valuable Numismatic Collection, rare American and foreign specimens, etc. Particulars hereafter. Catalogues one week previous to sale. [111375

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. III OHESNUT Street, rear entrance No. 1107 Sansom street.

C. No. 506 MARKET Street.

RAILROAD LINES.

Philladelphia, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 19 A. M., 1, 2, 34, 34, 4, 435, 505, 54, 6, 6%, 7, 8, 9, 10, 11, 19 P. M.

P. M. Leave Germantown at 6, 7, 7%, 8, 8:29, 9, 10, 11, 19 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The S: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.

P. M. Leave Germantown at 815 A. M., 1, 3, 6, and 9%

lane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 3%, 4, and 7%

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

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manavunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Description of the state of the state

Depot, NINTH and GREEN Streets.

lane.