GIBLS HANDLED TOO MUCH.

The Freedom of Modern Social Life. Shirley Dare" concludes a fashion letter n the Chicago Republican with the follow-

Somebody wants a chapter on what may be ermed intimate etiquette. This is touched y such inquiries as we see in the correspondcolumn of ladies' papers, where Lucia ants to know if she ought to allow a gentlean to kiss her when she comes home with im from a concert, and Caroline is dubious chether she ought to correspond with her riend's betrothed in secret. One can't but pathize with the young ladies, knowing ow inconsiderately some one has neglected duty towards them. Mothers lians seem often to fancy that knowledge how to conduct oneself in the delicate emmas of life comes by instinct. Girls boarding school and go, into society with the vaguest of notions about their relations to it, and stumble through its small difficulties, hiding their embarrassments as best they can, keeping a brave front to the last, while the world never guesses the secret tortures they undergo in trifling matters. Often enough, for mere restless craving for novel confidences, young ladies seek public instead of private advice, when their mothers or friends are ready and competent to give them all the help they need. But there is a great deal of trial that besets young girls at the age when they feel allures most keenly, which the best parents forget to provide against. They ought to recall their own debates of etiquette in youth, and teach their children prudence

before they need it. Forewarned, forearmed.
"Nellie, see here," says a prudent father to his girl of sixteen, in her tarletan ball-dress, warming her slippers before the fire, waiting her escort—if girls ever do any of the waiting. "You're looking sweetly fresh to-night, and as fresh in heart as in dress, I hope. You are to stay so, do you hear, madahem. You're not to let people hold you close when you waltz; nobody has any business to touch you till you have a lover or husband of your own. I don't want my girl talked about. Remember, nobody has the least right on any preence to do more than touch your fingers, or lay his hand on you in the permitted freedom f the waitz, unless he is your relative, or

going to be."

And after that she would probably sit in the conservatory, letting handsome Jack, the fast flat and lady-killer, slip his arm by degrees from the back of her chair, lift her locket from her bare neck, and kiss her hand, I he dared kiss her lips, and gather her close o him, which would probably be the sixth hey met, at farthest. You see men and like such things.

its right they should! I'm not going to believe the blood that beats in this wrist one instant, to say they should not. Only one may have some choice as to whether one will accept caresses from the wholesale stock of natural liking, or the special reserved fund of precious performance. Suppose, young, warm-hearted girl, that as you lean on that road shoulder in the half-lit parlor to-night, hinking how nice it is to have somebody fond and protecting, and how dear you seem to be to him, suppose you should, by some invisible magnetic sense, be made aware of all the cheeks that had rested on that shoulder, and all the forms that arm encircled. It's fortunate you don't know these things. It might lead you, however, to keep yourself more sacred for some one who will love you as entirely as you love this man, who "takes life as it comes," and by force of habit, if not by inclination, could not remember one woman six months if his happiness depended

Did you ever see the old-fashioned book on etiquette called "The Young Lady's Friend?" ood Mrs. Farras will never fit that straightforward, wholesome book of advice has been to girls. She knew the class she was writing for, and gave her opinion in such frank words as these I quote from memory: - "You are to allow no personal freedoms from gentlemen of your acquaintance. If a finger is put out to examine a locket or chain on your dress, draw back and take it off for inspection if you choose. The reason for this rule is clear to those who are better ac-

quainted with the world." The reason is perfectly clear to every one who comes to twenty-five years of age outside a reform institution. A man of society, who dealt in occasional roughness of speech said once in a parlor before ladies that he would never marry a then New York girl of shion, for the class allowed themselves to be handled too much. A girl who protects erself from the freedom too much in vogue in society, increases her own value, if she only knew it, with those she may have to repulse. I don't believe in prudishness or sus-picion, but I do believe that when men and men are not content with the friendship that can be expressed by frank, kind eyes, and cordial, brief hand-shakes, and clear ds one is not ashamed that the world should hear, they should know what intoxication they are sharing. It strikes one curiously to see the ladies forget their hands in a man's clasp, while they are talking so earnestly; there is a great deal of expreson in the nearness of two conversationalists often which tells a little more than people are aware of. It's all right and innocent, of course, but if people are properly indifferent to each other's hands, why not observe convenances, and drop them when the cordial salute is per-You never see Rev. Mr. Surplice

stroy the bloom of refinement. There is one rule that settles a thousand eries of the nature we are considering. Whatever is secret may be safely untouched. The touch, the look, the intimacy, the correscondence that needs to be secret, has something wrong about it. If you are sure there is no evil in your motives, for Heaven's sake ome out and avow your friendship, your dewhatever it may be. You make the purer and set a precedent by your frankness that tears away a thousand hypocri-The world has a keen scent for the really innocent, and if you cannot face its first sneers of criticism, you have reason to doubt

old any hand in his but that of Mr. Rocket,

the curate with the melancholy black eyes,

and you never see grave legal gentlemen

crushing the flounces of equally grave and

interesting spinsters. There is a fine, distinct

line between the cordial commerce of good

will and Heaven-warm affection, that binds the human family together, and these lead-

ings of attraction that with nameless license

FISK A FIZZLE.

tliere of the Opera in New York-A Ballet Girl Sucs James Fisk, Jr.—The Academy of Music a Myth—Fisk "Assists" it by Advancing Money and Rues the Bargain.-A Regular

m the N. Y. Herald of yesterday. A case is pending in the Superior Court of this city, before dudge Jones, in which Letitla Jackson, a ballet dancer, sues to recover damages from James Fisk, Jr., for injuries sustained in falling through a rap door during a rehearsal of Lurling. Mr. Fisk, who was made the defendant in this case, did not, according to testimony, have any interest in the Academy of Music, but had advanced money to Max to aid him, for which the anid Max was to pay him a share of the profits, if any, otherwise only the

indebtedness. The following letter in reference to the transaction will explain itself:—

November 22, 1869.—To the Editor of the Herabl:—
Lettia Jackson vs. James Fisk, Jr.—Your account of the examination of Mr. Fisk in your journal of yesterday is incorrect in some particulars. Not one word was said about \$150 having been offered by the defendant to the plaintiff, and I send you a verbation copy of the examination as sworn to and signed by the defendant, which will show what he really did the defendant, which will show what he really did swear to on his examination. I may add that the sum of \$150 was offered on the part of the defendant sum of \$150 was offered on the part of the defendant before the action was commenced, and which I advised the plaintiif to accept to save the great expense of a lawsuit, but the defendant, after the consent was given to accept that sum, declined to pay it unless security and indemnity were given him against any future proceedings on the part of the plaintiif, and plaintiif being unable to procure such security and indemnity the defendant declined to pay her this miserable sum, and hence the law proceedings followed, Yours, Thomas Bisgood, Attorney for the Plaintiif.

EXAMINATION OF JAMES PISK, JR. James Fisk, Jr., was placed upon the stand, and in reply to plaintin's counsel, Mr. Thomas Bisgood, testified as follows:—I reside at No. 313 West Twen-ty-third street, New York city; my occupation is resident of a railroad and steamboat owner; I am engaged in theatrical matters also.
Q. Have you any interest now in the Academy of

Q. Have you any interest now in the Academy of Music in this city? A. No, sir.
Q. Had you any interest in that Academy at any time? A. Nothing further than assisting Max in a performance of Lurline he gave there last spring. Q. Had you any license for that Academy ? A.

No, sir.
Q. In what manner did you assist? A. By advancing money to Max.
Q. Were you to derive any profit from that performance? (Objected to.) A. I did not derive any

profit from it.

Q. Were you to have derived any profit if any were made? A. I do not remember the nature of the contract: it was all verbal; Max's agent came to me and asked me to assist him; told him to go ahead and I would go to the extent of \$4000 or \$5000; my agent's name was Coles; he conducted the arrangements with Max; I do not know what they were; there were many losses.

Q. Was Max owner of the Academy? A. It is a stock company, I suppose; Max is not a stockholder; I am not a stockholder in it.

Q. Do you remember how many performances there were? A. I think it went on for fourteen days.

Q. Do you know Mr. Colest Christian name? A.

Q. Do you know Mr. Coles' Christian name? A. John; he is, I believe, in New York, and is still in my employ; he is to be found at the Grand Opera House; that is the most probable place; he is always there in the evening; I do not remember that I gave Mr. Coles any particular instructions with reference to the operatic performances.

O. Did you tell him that he was to act for you with

Max? A. All my affairs passed through Mr. Coles hands in communicating with Max in money matters and otherwise.
Q. Who engaged the artists? A. I do not know.
Q. Do you know Miss Jackson, the plaintiff in this action? A. I never saw her to my knowledge; I do

not know anything about her; I do not know whether I employed her or not, Q. Do you know who hired the Academy for that period? A. I do not know who bired it; I had an idea that Max had a lease of it all last year; I never had anything to do with the lease.

Q. If any profit had been made by the perform-

ances to which you allude were you to receive any portion of those profits? (Objected to, as answered before.) Q. Am I to understand that Mr. Coles acted as that you are not able now to say what contracts he nade with any person? A. Mr. Coles is my con-idential agent; he does what I order him; if I told him to pay money to the amount of \$4000 or \$5000 to Max, it was done by him and he acted for me.

THE LASH AND PILLORY.

Public Exhibition at New Castle, Delaware One Hundred Children Witness the Disgusting Speciacle-The Sheriff Applauded. The Wilmington Commercial, of last evening, has

Five men, all colored, were whipped, and one placed in the pillory, at New Castle, on Saturday. Edward Smith, a young colored man, convicted on a charge of having criminal intercourse with a child, was placed in the pillory from 10 to 11 o'clock A. M. About one hundred little boys and girls, from four years of age and upwards, and about fifteen adult persons, witnessed this exhibition. At 2 o'clock P. M. the gates of the prison yard were thrown open, and the Court having at this hour taken a recess, a large crowd of persons, in addition to the children before mentioned, gathered to witness the lashing of the prisoners.

of the prisoners.

Andrew Chambers was the first prisoner brought out, and firmly secured to the post. He had been convicted of the larceny of some money from R. P. Hill, and in addition to other punishments was to receive 20 lashes. As the sheriff stepped forward to execute the sentence we noticed that he had been provided with a new "cat-o'nine tails," which cor-responded with the new pillory and post which had measured off the distance and laid the "tails" across the back of the prisoner, as if to give him warning where he might expect the blow, proceeded to execute the sentence of the court. Both sheriff and prisoner stood squarely up to the work, each appa-rently alike exhausted. The appropriate purple 'welts" were raised at almost every lash. The new whipping-post and new "cat" had their first victim, but were not baptized in blood.

but were not baptized in blood.
George Jacksoz was the next prisoner, and was to receive twenty lashes, for the larceny of a lot of rags from Jessup & Moore. The Sherin, either not being satisfied with his first effort with the new implements, or the dark, swarthy skin of the prisoner was not so thick as his fellow, we do not know which, but at the end of the indiction of the punishment we noticed oozing through a thickly-raised "welt" a single drop of blood, which trickled down over the person of the prisoner. Blood has now been drawn at the shrine of the new post, and it is now fully dedicated to the administration of barbaric laws. James Gordon was the next victim, and received his twenty lashes very stoically, without blood being drawn. After the punishment was over he drew up his blanket over his striped shoulders, and kick-

ing up his heels, speedily disappeared from the pub-lic gaze, within the prison. Joseph Derry was next brought out, and received his allowance of twenty lashes, at the end of which an abrasure of the skin was noticed, through which

bleed was slowly oozing.

The last was Edward Smith, who had been pil-lorled in the morning. He was to receive thirty lashes for his crime. He had a wild, haggard look, knowing that a severe punishment was in store for him; and although a very large proportion of the spectators present were averse to this mode of punishment, no sympathy for the prisoner could be seen even by look or gesture. The Sherifi nerved him self for the task that was before him, and balanced well his weapon so as to make the blow effective. The victim writhed under the punishment, and appealed with pitying looks and broken sentences to the Sheriif for mercy, which were apparently answered with blows of greatly increased force; several persons in the crowd clapped their hands, and as ridge after ridge was raised on the man's back, cries of "Give it to him" were heard. The thirty lashes were administered, and strange to say that notwith-standing the force applied, owing to the thickness of the prisoner's skin, very little blood was drawn. There being no other victims for the post, the crowd dispersed and the gates of the prison closed.

ROOFING.

R E A D Y R O O F I N G.-STEEP OR FLAT ROOFS

STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
Shingle Roofs without removing the shingles, thus avoid,
ing the damaging of ceilings and furniture while under
going renairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'
ELASTIO PAINT.

I am always prepared to Repair and Paint Roofs at shor
notice. Also, PAINT FOR SALE by the barrel or gallon
the best and cheapest in the market.
W. A. WELTON,
2175
No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, kind, old or new. At No. 548 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, stc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Burable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, prumptness, certainty! One price!

Agents wanted for interior counties.

4 261f

JOSEPH LEEDS, Principal.

GFAVEL ROOFS REPAIRED AND WAR-CFAVEL KOOFS REALINED AND FAVEL HOLD AND FAVEL KOOFS REALINED AND FAVEL AND

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON, J. WATSON & SON,
Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF SAFE STORE,

NO. 53 SOUTH FOURTH STREET,

A few doors above Onesaut st., Philada

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
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

for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE EPOT, VIZ.:-

Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, ex-

cept Sunday.

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

 Market street.
 TRAINS ARRIVE AT DEPOT, VIZ.;

 Cincinnati Express.
 3:10 A. M.

 Philadeiphia Express.
 6:30 A. M.

 Erie Mail.
 6:30 A. M.

 Paoli Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.
 9:10 A. M.

 Parkesburg Train.
 9:40 A. M.

 Fast Line.
 9:40 A. M.

 Lancaster Train.
 12:55 P. M.

 Erie Express.
 12:55 P. M.
 Market street. Laneaster Train. 1275 P. M.
Erie Express. 1255 P. M.
Southern Express. 700 P. M.
Lock Haven and Elmira Express. 700 P. M.
Pactific Express. 425 P. M.
Harrisburg Accommodation. 950 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount

in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

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

FROM WALNUT STREET WHARF.

At 6-20 A. M., via Camden and Amboy Accom... \$2-25
At 8 A. M., via Camden and Amboy Express..., 3-00
At 2 P. M., via Camden and Amboy Express..., 3-00
At 6 P. M., for Amboy and intermediate stations, At 6-30 and 8 A. M. and 2 P. M., for Freehold. At 8:30 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, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:36, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. Ene leaves Market Street Ferry,

(upper side). FROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol, At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

PROM WEST PHILADELPHIA 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.
At 11-30 P. M., Emigrant Line Fare, \$2.
At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 12 P. M., for Trenton. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for

Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 930 A. M., 645 and 12 P. M. Lines will run

BELVIDERE DELAWARE RAILHOAD LINES.

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for 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. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and ermediate stations.

MDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

THILADELPHIA, GERMANTOWN, AND NOR-

PHILADELPHIA. GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 16; 11, 12 A. M.,
1, 2, 3 14, 3 34, 4 05, 4 35, 5, 5 14, 6, 6 14, 7, 8, 9 20, 10, 11, 12
P. M.

P. M. Leave Germantown at 6, 6 55, 716, 8, 8 20, 9, 10, 10 50, 12 A. M., 1, 2, 3, 3 50, 4 3, 5, 5 6, 6 6, 7, 8, 9, 19, 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% Leave Germantown at 845 A. M., 1, 3, 6, and 956 P. M.

CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 929, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and ages P. M.

9-25 P. M.
POR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11-05 A. M., 1½,
3, 4, 4½, 5½, 6¼, 8-05, 10-05, and 11-½ P. M.
Leave Norristown at 5-40, 6-25, 7, 7¼, 8-20, and 11
A. M., 1½, 8, 4½, 6½, 8, and 9½ P. M.
The 7¾ A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11-05 A. M., 1½,
3, 4, 4½, 5½, 6¼, 8-05, 10-05, and 11½ P. M.
Leave Manayunk at 6-10, 6-55, 7½, 8-10, 9-20, and
11½ A. M., 2, 3½, 5, 6-3, 8-30, and 10 P. M.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.
Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.
Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets. FOR CONSHOHOCKEN AND NORRISTOWN.

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 Creek

Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADELPHIA for FORT DEPOSIT from Depot 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 Philadelphia for Oxford at 2 30 P. M.

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 4-30 P. M.

Passengers are played to take wearing approach.

Passengers are allowed to take wearing apparel

only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, 11 1 President and General Superintene

RAILROAD LINES.

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

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, November 22, 1869.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 7-30 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6-35 P. M.; arrives in Philadelphia at 9-35 P.M.
WORNING EVENDESS.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Phiegrove, Tamaqua, Sunbury, Wiliamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Wincesbarre, Pittston, York, Carnaie, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the 5:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley Catawish Raliroad School Region of the Control of the Catawish Raliroad Catawish Northern Central, Cumberland Valley Catawish Raliroad Catawish Raliroad Raliroa ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, efc. AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 940 P. M.; arrives in Pottstown at 645 P. M.

READING AND POTTSVILLE ACCOMMODATION, Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 16·20 Δ. M.

Returning, leaves Philadelphia at 4·45 P. M.; arrives in Reading at 7·40 P. M., and at Pottsville at 9·30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 55 P. M., and Pottsville at 3 05 P. M., arriving at Philadelphia at 7 05 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 Reading with Afternoon Accommodation south at 6:25 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations: leaves Pottsville at 5:40 A. M., connectiv at Reading with accommodation train for Philadel phia and all way stations.

phia 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 Reading at 8 A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M. PERKIOMEN RAILROAD. PARKIOMEN RAILROAD,
Passengers for Schwenksville take 7:30 A. M., 12:30
and 4:00 P.M. trains from Philadelphia, returning from
Schwenksville at 6:10 and 8:12 A.M. and 12:45 M. Stage

lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 4-00 P. M. train from Philadelphia, returning

from Bovertown at 7:00 and 11:00 A. M. EW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M. and 5 and 8 P. M., assing Reading at 1243 A. M. and 145 and 1005 P.

M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2°30 and 5°35 A. M., 12°20 noon, 2°55 and 11°00 P. M., passing Reading at 12°55, 4°30, and 57°20 A. M., 2°00 and 4°40 P. M., arriving at New York at 10°50 and 11°45 A. M., and 10°20 P. M. Sleeping cars accompany hese trains through between Jersey City and Pitts burg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:55 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 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, Tremont, and Brookside, returning from Harrisburg at 7-35 and 11-50 A. M. and 3-40 P. M., from Tremont at 6.45 A. M., and from Brookside a TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS .- At 25 per cent. dis-

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

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare,

and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia 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 Willew streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2°15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4°35 A. M., 12°30 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and Lebanon, Harrisburg, Pottsville, Port Clinton, and 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

WEST CHESTER AND PHILADELPHIA RAILROAD. VV RAILROAD,
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11:00 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., 8:90 A. M., 7:45 A. M., 10:45 A.
M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.
Train leaving West Chester at 8:00 A. M., will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester dis, Gich Riddle, Lehni, and B. C. Junction. Fas-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. C. 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 run within one square. cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 200 P. M. Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M. WILLIAM C. WHEELER, 4 100

W EST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, 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, Swedesboro, and all intermediate stations.
5-20 P. M., Woodbury and Glassboro accommodation.

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.

EATRA TRAIN FOR CAPE MAY,

Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWKLI, Superintendent. September 16, 1869.

RAILROAD LINES.

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.

WINTER ARRANGEMENT. Takes effect November 22, 1862.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8 90 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, virtlehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ilazleton.
At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at S:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M.
For Abington at 1:15, 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.

TRAINS ARRIVE IN PHILADELPHIA.

From Doylestown at 8 35 A. M., 2 15, 4 40, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. From Lansdale at 7:30 A. M.
From Fort Washington at 9:25, 10:35 A. M., and 3:10 P. M.
From Abington at 2:35, 6:45, and 9:20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7:00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent.

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 8:3 Mail Train at 8:30 A. M. (Sundays excepted). for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington
for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for

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 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Stanton, Newark, Eikton, North-Fast, Charlestown, Perryyille, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. 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. Thain connects with Delaware Railroad for Harrington and intermediate Wilmington 6:30 and 8:10 A. M., 1:30, 4:15. and 700 P. M. The S 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M.

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

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:36 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.

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

H. F. KENNEY, Superintendent, MAIL TRAIN leaves Philadelphia. 9:35 P. M.

"Williamsport. 7:40 A. M.

"arrives at Erie. 8:20 P. M.

ERIE EXPRESS leaves Philadelphia. 11:40 A. M.

"Williamsport. 9:00 P. M.

ELMIRA MAIL leaves Philadelphia. 7:50 A. M.

"Williamsport. 6:00 P. M.

"Williamsport. 6:00 P. M.

EASTWARD.

EASTWARD.

"EASTWARD.

arrives at Philadelphia. 12 45 P. M. ELMIRA MAIL leaves Lock Haven 8-00 A. M.
"Williamsport 9-45 A. M.
"arrives at Philadelphia ... 6-50 P. M.

Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad. ALFRED L. TYLER, General Superintendent.

PATENTS. WILLIAM S. IRWIN.

GENERAL PATENT AGENT. No. 406 LIBRARY STREET. OUTCALT'S PATENT RLASTIC JOINT IRON

AMERICAN CORRUGATED IRON 09.'S MANU ACTURES, FIRE PROOF BUILDINGS, ETC. TAYLOR & COALE'S PATENT AUTOMATIC OCK-UP SAFRTY VALVE. BRADFORD'S LOW WATER INDICATOR, ETO.

PATENT OFFICES. N. W. Corner FOURTH and WALNUT

PHILADELPHIA. FEES LESS THAN ANY OTHER RELIABL AGENCY.

Send for pamphle on Patenta. CHARLES H. EVANS. 3 4 thstu5

INITED STATES PATENT OFFICE. WASHINGTON, D. C., Nov. 12, 1869.
On the petition of HENRY BESSEMER, of London, England, praying for the extension of a patent granted to him on the 11th day of November, 1856, for fourteen year from the 12th day of February, 1858, for an improvement in MANUFACTURE OF IRON AND STEEL, it is or-

MANUFACTURE OF IRON AND STEEL, it is ordered that the testiment in the case be closed on the 11th
day of January next, that the time for filing arguments
and the Examiner's report be limited to the 21st day of
January next, and that said petition be heard on the 26th
day of January next.

Any person may oppose this extension.

SAMUEL S. FISHER,

11 17 with Commissioner of Patents.

STATE RIGHTS FOR SALE.—STATE
Hights of a valuable invention just patented, and for
the SLICING, CUTTING, and CHIPPING of dried beef,
cabbage, etc., are hereby effered 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. J.
5774
MUNDY & HOFFMAN.

PERSONAL.

CAUTION! C A U T I O N!

REMOVAL.

DONNELLY'S OLD ESTABLISHED
PHŒNIX MONEY LOAN OFFICE,
removed from No. 928 SOUTH Street, corner of RONALDSON, to his new and large building No. 1423 SOUTH
Street, above Broad. Enfrance to private effice at door of
Dwelling; also on DOYLE Street, in the rear, where
money will be loaned as usual on Diamonds, Watches,
Jewelry, Silverware, Dry Goods, Clothing, Beds, Bedding,
Carpets, Furniture, Pietures, Paintings, Guns, Pistols,
Musical Instruments, and goods of every description and
value. Secure safes for the keeping of valuables: also
ample assommodation for the cave and storage of goods,
VINCENT P. DONNELLY Broker,
10 36 im

COTTON SAIL DUCK AND CANVAS Of all numbers and brands. Tent, Awning, Trusk, and Wagon-cover Duck. Also, Paper Manutacturory Drier Felts, from thirty to seventy-six inches wide. Paulins, Baiting, Sail Twins, etc.

No. 103 CHURCH Street (City Storos)

EMPIRE SLATE MANTEL WORKS.—J. B

AUDTION BALES

M. THOMAS & SONS, NOS. 139 AND 148

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 202 and 204 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, Nov. 25, at 10 o'clock, on four months' credit, 11 20 48

- cases infantry overcoats.
- cases blue-lined blouses.
500 DOZEN PARIS REAL KID GLOVES.
FURS.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
Nov. 26, at 11 c'clock, on four months' credit, about 202
pieces ingrain. Venctian, list, hemp, cottago, and rag carpetings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EUROPRAND DRY GOODS.

On Monday Morning,

Nov. 29, at 10 o'clock, on four months' credit. II 28 54

SALE OF 2000 CASES BOOTS, SHOES, BROGANS.

ETC., ETC.,
On Tuesday Morning,
Nov. 30, at 10 o'clock, on four months' credit. II 24 54

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 529 OHESNUT Street, rear entrance from Mines. Sale at the Quaker City Oil Works, Gray's Ferry road, be-

Sale at the Quaker City Oil Works, Gray's Farry road, between Thirtieth and Thirty-first streets.

THREE LARGE STILLS, GRATE BARS AND DOORS, 20-HORSE BOILER, BUILDING STONE, THREE WORMS, PIPE, LARGE TUBS, SMALLER TANK, AGITATOR, ETC. ETC.

On Friday Morning,
26th instant, at 11 o'clock, at the Quaker City Oil Reamery, Gray's Ferry road, between Thirtieth and Thirty-first streets, 3 large stills, 160 and 125 barrels each; grate hars and doors, 20 horse boiler, 3 sots worms, copper; large quantity of pipe, 2 and 3 inch; 2 extra large tanks, 10,000 gallons each; small tank, agitator, wooden tank, copper tank, settling tub, 3000 itre brick, 300 perches building tone, etc. etc.

May be seen on the morning of sale.

SALE OF A RETAIL STOCK OF DRUGS, GLASS
JARS AND BOTTLES, SHOWCASES, FANCY
GOODS, RTC.
On Saturday Morning,
Nov. 27, at 10 o'clock, at the auction rooms, the entire
stock of a retail drug store, fine glass bottles and jars,
showcases, etc.

SALE OF STOCKS AND REAL ESTATE.

On Monday,

Nov. 29, at 12 o'clock, noon, at the Philadelphia Rechange, Third and Walnut streets, will be sold, without reserve—

STOCKS.

Estate of James J. Martin, deceased.

22 shares Steamship Dock Company.
29 shares do. do. do.
26 shares do. do. do.
24 shares do. do. do.
1-10 interest in the Big Hickory Association of Warrest

150 shares Wood Preserving Co. of Pennsylvania.
50 shares Camden and Amboy Railroad.
1 share Mercantile Library.
REAL ESTATE.
THREE-STORY BRICK RESIDENCE, No. 704 S. THREE STORY BRICK DWELLING, No. 703 Wyoaing street.

VALUABLE BUILDING LOT, No. 507 South Sixth
treet, between Lombard and South streets; 20 feet front, street, between Lombard and South streets; 20 feet front, So feet deep.
TWO-STORY BRICK DWELLING, No. 1533 North Thirteenth street, above Jefferson street; lot IT feet front by So feet deep.
Executor's Peremptory Sale—Estate of Ann Murphy, deceased—BUSINESS STAND, Ridge avenue and Green street.

Executor's Peremptory Sale-Estate of the late John

Executor's Peremptory Sale—Estate of the late John Bartram, deceased.

VERY VALUABLE NUMISMATIC COLLECTION, Rare American and Foreign Coins and Medals, Etc.

On Monday and Tuesday Afternoons,

Nov. 29 and 30, commencing each day at 35 o'clock, the entire large and very valuable Numismatic Collection, rare American gold, silver, and copper coins: English silver, Colonial, Washington, and pattern pieces, very fine Roman coins, large assortment of store cards, medals, and foreign copper coins, superior walnut coin cabinets, etc. cets, etc. Catalogues one week previous to sale.

L PPINCOTT, SON & CO., AUCTIONEERS, LARGE SALE OF GERMANTOWN KNIT GOODS, HOSIERY, GLOVES, NOTIONS, VELVETS, MILLI-NERY GOODS, ETC., On Thursday Morning, Nov. 25, at 10 o'clock, on four months' credit,

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street. SALE OF 1500 CASES BOOTS, SHOES, BROGANS, On Thursday Morning, Nov. 25, at 10 o'clock, including a large line of city made

goods.
N. B.—Sale every Monday and Thursday.
11 23 2t THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street, rear entrance No. 1107 Sansom street,

> FURNITURE. RICHMOND & CO.,

FURNITURE WAREROOMS.

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No. 45 SOUTH SECOND STREET.

RAST SIDE, ABOVE CHESNUT,

PHILADELPHIA. FURNITURE.

AT THEIR

NEW STORE, 1002 ARCH STREET. Are now selling their ELEGANT FURNITURE at very reduced prices. 9 29 3mrp

HUTTON & McCONNELL, FURNITURE WAREROOMS,

No. 809 MARKET STREET. PARLOR, DINING-ROOM, and CHAMBER FUR. NITURE, the Latest Styles and best Manufacture. Also, FEATHER BEDS and MATTRESSES. 106 mwfkm

ROBERT SHOEMAKER & CO. N. E Corner FOURTH and RACE Sts.

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NEW PUBL ATIONS.

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FRENCH ZINO PAINTS.

GROCERIES AND PROVISIONS. SHOTWELL SWEET CIDER.

Our usual supply of this CELEBRATED CIDER

Dealer in Fine Groceries,

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PROVISIONS, OYSTERS, AND SAND CLAMS, FOR FAMILY DEL TERRAPINS 216 PER DOZEN. 286

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A New Course of Lectures, as delivered at the New
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How to Live, and What to Live for; Youth, Maturity, and
Old Age; Manbood Generally Reviewed; The Cause of
Indigestion; Flatulence and Nervous Diseases Accounted
For; Marriage Philosophically Considered, etc. etc.
Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W.
A. LEARY, Jn. 8. K. corust of FIFTH and WALNIPP
Streets, Philadelphia.