## Foreign Items.

-Charles Kemble's copy of his "Readings from Shakespeare" is to be published in London, from the actor's own manuscript. The Athenaum says that Mr. Charles

Dickens is engaged on a new story, which will come out in the old serial form. -The new Minister of Finance in Prussia Camphausen, is forty-nine years of age, and has always belonged to the moderate liberal

party.

M. Guizot's concluding series of "Meditations," entitled Christianity in its Relation to the Present State of Society and of Opinion, will be soop published at London, by Mr. Murray. -Signor Verdi, the composer, now in his fifty-fifth year, has announced his intention of assigning, annually, in equal portions, the 600 francs accruing to him every year as Cavalier of the Civil Order of Savoy, to two poor scholars, one a boy and the other a girl, who may have distinguished themselves by their good conduct

at the school of Busseto.

The King of Italy has resolved not to consent to the election of his nephew, the Duke of Genoa, as King of Spain, unless it is agreed to by at least two-thirds of the Cortes. It is perhaps hardly possible that 227 will vote for the Italian candidate, who was introduced by General Prim as "an educated, sympathetic youth, who had begun to have whiskers and to ride on horseback."

-A meeting of Roman Catholic gentlemen has just taken place at Friburg, Baden, to reorga-nize the Order of the Knights of Malta. Eight gave their adhesion to the rules, which do not comprise the vows of celibacy or poverty, but only those of obedience. The new chevallers, who have a Cardinal for their Grand Master, vill wear a crimson uniform, with gold epaulettes, and a Maltese cross on their breast.

-Sir Watkin W. Wynne, talking to a friend about the antiquity of his family, which he carried up to Noah, was told that he was a mere mushroom of yesterday. "How so, pray?" said the Baronet. "Why," continued the other, "when I was in Wales, a pedigree of a particular family was shown to me: it filled five large skins of parchment, and near the middle of i was a note in the margin-'About this time the world was created.

-A few months ago the prophets of a new religion made their appearance in Russia, preaching self-destruction by fire as the only sure road to salvation. So readily did the igno rant and superstitious peasantry receive their doctrine, that in one large village no less than 1700 persons assembled in some wooden houses and having barricaded the doors and windows set the building on fire and perished in the

-A French chemist has invented a method of rendering the numbers of houses and the names of shops as easily visible by night as by day. It consists in rubbing the figures and letters with a certain phosphoric paste, which, though not discernible in the daylight, will in the dark shine with perfect distinctness. The application would only have to be renewed once

month, and requires a very trifling outlay.

—An English writer, Colonel F. Fitzwygram, has been making some extended researches as to the minimum quantity of fresh air required by horses in stables. He arrives at the conclusion, rather novel for livery stable keepers, that "good ventilation, good drainage and paving, light and cleanliness, 1200 cubic feet, with a good ground area of 87 feet per horse, are sufficient, though probably the minimum required for the maintenance of health."

-The Pall Mall Gazette gives a new receipt for cooking lobsters, which it thinks would give more satisfaction to the epicure than to the lob-"In the first place, it is indispensable that the lobster should be alive: then the lobster is to be cut across in presentable pieces: and then break the claws without disfiguring them; the animal is then to be fixed on the spit and put before a quick fire, basted with butter, and seasoned with salt and pepper. When the shell drops off in small pieces, the unhappy lobster is said to be 'cooked,'"

 German paper gives an interesting account of the Roman Catholic missions in China. three fourths of these missions are The Lazarists are at Pekin, in Southern Petchely, in Honan, in Kinng-si, and in Tche Kiang: the Jesuits in Eastern Petchely and Kiang-nan, and the congregation of Foreign Missions in Kuang-tong, Kuang-si, Hainan, Yunan, Ise-Thuen, Kong-tcheou, and Mandtehouria. Each mission forms a vicariate, which is divided into districts, and in each district there is a residence for a missionary. Italians have five vicariates—Chang-tong, Chang-si, Cheng-si, Hou-pe, and Hounan. All their missionaries are Franciscan monks. is also a Spanish vicariate served Dominicans — that of Fo-Kien. Mongolia vicariate by Dutch missionaries. Besides the missionaries, there are fifty French scenrs de charite in China, with two establishments in the north-Pekin and Tien-tsin-and four in the

south-Shanghai, Ningpo, Chusan, and another in course of construction. The other nuns be-long to the orders of St. Paul de Chartres and St. Joseph de Cluny, chiefly resident at Hong Kong and Canton. There are convents of Carmelite nuns at Shanghai, and some Italian sis-ters at Hong Kong. The French and Belgian missions are supported by the Societe pour la Propagation de la Foi. The Italian missions obtain subsidies from that society, but are chiefly maintained by the Society of the Propaganda at Rome. The Spanish missions obtain their funds from Spain and Manilla.

-The question of premature burial continues much interest in France. So many cases of persons being buried alive or only narrowly escaping that fate have occurred within the few last months, that several writers have begun an earnest crusade against the existing laws. M. Ramboson has just published a very porate treatise on the subject, and, if the data he furnishes are correct, there can be no doubt hat the present obligatory interment twentyur hours after officially pronounced decease involves a very serious risk of being buried According to medical men who have made the subject their special study, there is no infallible sign of death but incipient decomposiwhich does not necessarily maniitself before the third case of the dead-room at Frankfort, which is often quoted to show that when persons are declared to be dead they always are facto, because no one ever returned to life in that antechamber of the grave, really proves next to nothing, for the reason that only 125 corpses on an average are deposited there ually, giving a total since the institution has existed of 2500, instead of 60,000, as was erroously stated some months ago at the Academie des Sciences. The author adds a fearful cataogue of well-authenticated instances of these atal mistakes. Some are extremely curious: for instance, the case of the German whose sph records that he was thrice pronounced dead before his final interment, and was buried alive at last; and that of the Abbe Prevost, the "Manon Lescaut," who was revived and killed by the knife of the surgeon who was dissecting him.

-The Pall Mall Gazette says: - We who suffer much from the conduct of roughs in London, who occasionally give up the parks to them on Sundays, who are unable to use several streets on that day of rest for fear of them, can sympa-thize with our brothers of Birmingham, who fering under a similar infliction. It is stated that scenes of the greatest disorder and violence continually take place there. On Satday evening a street-fight lasted an hour be fore a policeman appeared. On Sunday the roughs congregated, used "most filthy lanuage," and assalled passers-by who refused to the them money. On Monday seventeen shop-eepers were obliged to close their shutters and and business, and one tradesman complained to the watch committee that he was obliged to to bed in the dark because the roughs break any bedroom window in which they hap-pen to see a light burning. The truth is that in pen to see a light ourning. The truth is that in our large towns the lowest of the lower classes have in the last year or two, since Mr. Beale's friends broke down the park railings, become very lawless. The police are much blamed for this state of affairs, but whatever may be the faults of the force, it is surely unreasonable to expect a limited number of men, whose time is fully occupied on their respective beats, to

grapple with an evil which is abnormal in its nature, and which requires the application of special forces for its removal. If we have entered into a new state of society, in which the peaceable portion of the community is liable to be attacked by combinations of the turbulent, or, in other words, by mobs, and if we look to the police to battle with such combinations, we must lucrease the numbers of the force in every town where such disorder prevails. Now every police constable costs, on an average, £80 a year, to say nothing of the prospective expense of his pension. The ratepayers, therefore, must be prepared either to submit to a large increase in the charge for police, or to content themselves with a less number, and

find some other means of doing battle with the -A Russian writer, M. Solltoff, strongly censures in a pamphlet just published at St. Petersburg the proposed introduction of the system of short service in the Russian army. "Hitherto," "the army formed a compact solid mass; but this advantage will entirely be lost under the new system. When the soldier knows that after four or five or even seven years he may return to his home and become a civilian again, he can only be looked upon as a sort of guest in the army, whereas under the old system the recruit had to break every tie which bound him to his home and his family, and learned to look upon the army as his home and his earthly career, knowing that he would probably never see or even hear of his village again. \* \*

The Russian soldier belonged to the army body and soul; his home and his religion were concentrated in one idea-the army. It was unity and compactness which flowed from this system that made the troops an the inexpugnable defence to the Throne. The Russian army knew no differences of nationality or religion; the Mahometan soldier forgot his Koran, the Jew his Talmud, and the Protestant his Bible, while at the service of the Greek (Russian) Church both orthodox and heretic knelt and prayed

—The Invalide Russe, organ of the Russian War Office, announces in its number of the 23d of October that a detachment consisting of two ompanies of infantry, a sotnia of Cossacks, and two guns, has been sent to the left bank of the Syr-Daria, "in order to prevent any incursions from Khiva, and to protect the Khirgiz tribes from plunder." It explains this significant an-nouncement by stating that for the last six months Khiva has been sending robber-bands into Russia for the purpose of plundering her Khirgiz subjects, and that Khiva and Kashgar are now the only States in Central Asia which refuse "to be at peace with the Russians." A despatch, it adds, has been sent to the Khan of Khiva, "calling upon him to restrain his bands from entering Russian territory, and not expose himself to dangers which might produce unplea-sant consequences. \* \* \* The sovereign of Kashgar, Yakoubwey, also maintains a hostile attitude towards us, and prevents the establishment of peaceful commercial relations with his country." The Invalide adds that, "according to the latest news, the Khivans had assembled at a place called Daukara, one hundred versts from the southern shore of the Sea of Aral and three hundred versts from the Syr-Daria, and the well-known robber Sadyk intends to make an incursion into the district of the Lower Syr-This looks very much like a revival of the old Russian policy of the wolf and the lamb, which has proved so successful in Poland and

The terrible famine which has been raging in Algeria for the last two years has obliged the French Government to look elsewhere than in that unfortunate colony for its supplies of horses for the light cavalry. The stock of small, wiry "Arabs" which were bred in Algeria, and which did such excellent service in the Crimea, in Italy, and in Mexico, has been pretty nearly exterminated, so that for the next seven or eight years, at least, it will be impossible to obtain these valuable chargers in sufficient numbers for the service. After repeated trials it has been determined to use in their stead those solid little Hungarian horses ridden by the Ulans; and the brigade of light cavalry (5th Hussars and 12th Chasseurs), which is to hold garrison in Paris during the coming year, is entirely composed of them. The first importation of these Hungarian horses was made in 1867. They vary in price between £28 and £32. They are strong, active, and very enduring, but they caused a great deal of trouble at first when they were put on the same rations as the "Arabs." It was found that they grew thin, and unfit for work; and when the allowance of oats was lessened, in the hope of setting them right again, they burst out all over into pustules and became vicious. During eighteen months all sorts of experiments tried in the way of diet; but it was not until the present year that the veterinarians met with any success. The horses are now allowed : kilogrammes and a-half of oats a day and half the ordinary rations of hay and chaff. They are taken out as often as possible into the open air and kept in staoles thoroughly ventilated, heat being unhealthy for them. On this treatment they thrive very well; but it is doubtful whether they will acclimatize themselves so perfectly to the French climate as Arab horses, and the general opinion of French cavalry officers concerning them is that they will never be of any great

One of the immemorial traditions of the French War Office is that every new minister should introduce some change into the uniform of the troops. Sometimes the change is needed, attother times it is not. In the former case so much the better, in the latter so much the worse: but in either event it seems to be a principle distinctly understood that the last person who should be consulted is he whom the change most affects-that is, the soldier himself. since the beginning of the Second Empire there has been on the average an alteration every two At one time the skirts of the tunics were lengthened, at another they were shortened; next the color of the facings was changed, after that came the turn of the epaulets; and one day soon after the Italian war, the triumphant idea occurred to somebody of cutting off the skirts of the infantry altogether. Marshal Nicl, however, had a weakness for skirts, and he was so sooner in office than he began to distribute skirted tunies to the infantry, as also new overcoats, new epaulets, and ugly red shakes in place of the leather ones which the soldiers loved. Had he lived longer, it was his intention to put the cavalry into tunics, and to abolish those smart lancer, cuirassier, and hussar uniforms which are the pride of the French army General Lebeuf came in time to prevent this and for the last two months he has been quietly amending his predecessor's work according to his own notions of the beautiful. The red shakos are to be discarded, the new tunics are to be changed again. the leather gaiters which the late Marshal had proscribed are to be adopted once more, and the bands which Marshal Niel had suppressed in cavalry regiments as an unnecessary expense are to be re-formed,

-The French Cabinet has been deliberating on the expediency of abrogating the decree by which all works sold in railway stations must be authorized by the stamp of the Commission du Colportage, and the Gaulois now announces that the abrogation has been decided on. This will be a sensible reform to a very absurd regulation, for although the decree was intended to check the sale of opposition books and pamplatets, the effect of it was, in nine cases out of ten, precisely the contrary. When the Commis-sion du Colportage had refused to stamp a book, people always felt curious to know the why, and rushed to buy the work at the pub-lisher's. It is to be hoped that the Government will not stop half-way. If it abolishes the stamp of the censorship on books, it should also repeal the unjust decree which empowers the Home Minister arbitrarily to prohibit the sale of oppo-sition newspapers in the klosks and public streets. This law is as absurd as the other. The people wronged by it are not the journalsts, but the unfortunate news agents, who often find it hard work to live upon the sale of the purely dynastic organs.

## LOST.

\$10 of New City Loan, No. 1829, for \$4500, in the name of JOHN GARDE. Application has been made for a renewal of said certificate. Of no use to any one but M. P. GARDE, and fur 2825 No. 250 DEAN Street, Philadelphia.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Kaliroad 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.

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 for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

receive attention. TRAINS LEAVE EPOT, VIZ. :--Parkesburg Train. 5-30 P. M.
Cincinnati Express. 800 P. M.
Erie Mail and Pittaburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-09 night,
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clockPacific Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily,

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ. :

The Rennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Deliars in value. All Baggage exceeding that amount n value will be at the risk of the owner, unless taken

by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Places.

New York and Way Places.

FROM WALNUT STREET WHARF.

At 6-30 A. M., via Camden and Amboy Accom. . \$2-25

At 8 A. M., via Camden and Jersey City Ex. Mail. . 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 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M. 19 M. 2 3-30, and 4-30 P. M., for

At 8 and 10 A. M., 19 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, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 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. line leaves Market Street Ferry, (upper side).

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

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9'30 A. M., 6'45 and 12 P. M. Lines will run faily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD 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. cranton, Stroudsburg, Water Gap, Schooley's Mounsin, etc.
At 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 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 ntermediate stations.

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2°15, 3°30, 5, and 6°30 P. M., for Merchantville, Moorestowa, Hartford, Masonville, Hainesport, Moust Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, War Event and Hornertown. town, New Egypt, and Hornerstown.

At 7 A. M., 1 and 8:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE,

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
2, 3½, 3½, 4-95, 4-25, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12
M.

Leave Germantown at 6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M., 1, 2, 3, 3.50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS

Leave Germantown at 845 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 9-20, and 11 P. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40,

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 1033

136, 540, 640, 840, and 1040 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

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%,
8, 4, 4%, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11
A. M., 1%, 8, 4%, 6%, 8, and 9% P. M.

The 7% 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.

at Mogee 8, Fotts Landing, Foliable 19 Stane, 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 1105 A. M., 1½, 3, 4, 4½, 5½, 6½, 845, 1046, and 11½ P. M.
Leave Manayunk at 640, 655, 7½, 840, 940, and 11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M.
ON SUNDAYS,
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 3½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Plymouth, 6½ A. M., 4½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

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

Railroads:—
Leave PHILADELPHIA for POHT 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 2-20 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 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 allowed.

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, President and General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquebanna, 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 7:20 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 F.M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Ingerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-

ley, and Schuyikili and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 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 A. 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

delphia 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 6.35 P. M., arriving in Philadelphia at 9.25 P. M. Market train, with a passenger car attached, icaves Philadelphia at 12-30, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadel

ohia 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 S.A. M.; returning from Reading at 4.25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 400 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1245 and 515 P. M. PERKIOMEN RAILROAD.

PERKIOMEN 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. COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 4-00 P. M. train from Philadelphia, returning from Mt. Pleasant at 7 00 and 11 00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST,
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1243 A. M. and 145 and 1005 P.
M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc. ore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2:30 and 5:25 A. M., 12:20 noon, 2:55 and 11:00 P. M., passing Reading at 12:55, 4:30, and 4:20 A. M., 2:00 and 4:40 P. M., arriving at New York at 6:00 and 10:15 A. M., 12:05 noon, 6:35 and 10:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg 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 Anburn at 5:55 A. M. and 3:38 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 and 11:50 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading

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 sta-tions by Reading and Pottstown 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. Nicolis, General COMMUTATION TICKETS .- At 25 per cent. dis-

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

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

EXCURSION TICKETS from Ph#adelphia 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.
FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., Tor Reading,

Lebanon, Barrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phi.adelphia Depot.
Orders can be left at No. 225 South FOURTH Street,
or at the Depot, THIRTEENTH and CALLOWHILL

W EST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 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., 8:00 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 Ches.
Train leaving West Ches.
Leaving Philadelphia at 4:40 P. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 P. M. will stop at Modia, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving CHESTER AND PHILADELPHIA and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving adelphia at 4:40 P. M., and will change cars at B. C. Junction.
The Depot in Philadelphia is reached directly by
the Chesnut and Wainut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4 00 P. M. WILLIAM C. WHEELER, 4.105 General Superintendent.

W EST JERSEY RAILROADS, 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 stations. 15 P. M., Mail, for Cape May, Miliville, Vineland,

and way stations below Glassboro, 3:20 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 5'30 P. M., Woodbury and Glassboro accommoda-Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY. Leave Philadelphia, Si5 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent. September 16, 1869.

RAILROAD LINES.

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. GREAT CANADA

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 excepted), as follows:

At 8.00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, 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, via Lehigh Vailey Railroad, New Jersey Central and Morris and Essex Railroads, At 1.45 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 845 A. M., 245 and 415 P. M. For Fort Washington at 1.30 and 10.45 A. M., and 11.30 P. M.
For Abington at 1.15, 5.20, and 8, 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.

Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2-15, 4-40, and 8-25 P.M.

From Daylestown at 8-35 A. M., 4-30 and 7-05 P. M.

From Lausdale at 7-30 A. M.

From Fort Washington at 9-25, 10-35 A. M., and From Abington at 2:35, 6:45, and 9:20 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 7-90 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.

11 1 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 8:30 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 Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington, with train for New Coatle

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle,
Express Train at 400 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:30 P. M. (dally), 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.

LMINGTON TRAINS. g as all stations between Philadelphia and Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 630 and 846 A. M., 130, 445, and 700 P. M. The 840 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accomdation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 M. will connect at Lamokin Junction with the 7:00 M. and 4:30 P. M. trains for Baltimore Central

atiroad. From Baltimore to Philadelphia—Leave Baltimore From Battimore to Panaseiphia—Leave Battimore
25 A. M., Way Mail; 935 A. M., Express; 235 P.
M., Express; 725 P. M., Express
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore 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.

and Chester. H. F. KENNEY, Superintendent, PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains
on the Philadelphia and Erie Railroad will run as on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia. 9'32 P. M.

"Williamsport 7'40 A. M.

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

"Williamsport 9'00 P. M.

"arrives at Eric. 10'00 A. M.

Williamsport 900 P. M.

ELMIRA MAIL leaves Philadelphia 750 A. M.

Williamsport 500 P. M.

ELMIRA MAIL leaves Philadelphia 750 A. M.

Williamsport 600 P. M.

arrives at Lock Haven 700 P. M. MAIL TRAIN leaves Erie. 8 · 40A. M.

"Williamsport. 9 · 25 P. M.

"arrives at Philadelphia. 6 · 20 A. M.

ERIE EXPRESS leaves Erie. 4 · 00 P. M.

"Williamsport. 3 · 30 A. M.

"Williamsport. 3 · 30 A. M. ELMIRA MAIL leaves Lock Haven... 800 A. Williamsport... 9 45 A Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad, ALFRED L. TYLER, General Superintendent.

FURNITURE.

RICHMOND & CO.,

FIRST-CLASS

## FURNITURE WAREROOMS.

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE OHESNUT,

PHILADELPHIA FURNITURE.

T. & J. A. HENKELS,

AT THEIR NEW STORE, 1002 ARCH STREET,

Are now selling their ELEGANT FURNITURE at very reduced prices. 9 29 Bmrp

FURNITURE. J. LUTZ,

No. 121 SOUTH ELEVENTH STREET. I am selling off my entire stock of

FIRST-CLASS FURNITURE AT LOW RATES.

On account of retiring from business Please call and examine. 10 22 ftuth2m 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. 10 6 mwf8m

FIRE AND BURGLAR PROOF SAFE J. WATSON & SON.

FIRE AND BURGLAR-PROOF SAFE STORE,

NO. 53 SOUTH FOURTH STREET, A few doors above Obesnut st., Philads = HATS AND CAPS.

WARBURTON'S IMPROVED VENTI-WARBURTON'S IMPROVED VENTI-lated and easy-fitting Dress Hats (patented), in all the improved fashions of the season. OHESNUT Street, anxt door to the Post Office,

AUOTION SALES. M. THOMAS & SONS, NOS. 189 AND 161

SALE OF REAL ESTATE AND STOCKE November 35, at 13 o'clock noon, at the Exchanges-TWELFTH and LOUUST STREETS, N. W. cornertores and Dwellings.

LOCUST, Nos. 12:2 and 12:5—Stores and Dwellings.

LOCUST, No. 19:7—Brick Dwelling.

FIFTH (North), No. 548—Modern Residence.

LOMBARD, No. 13:5—Genteel Dwelling.

CHESNUT, No. 29:5—Riegant Marble front Residence.

ELEVENTH and SPRUCE, N. W. corner—Modern Residence and Large Low RLEVENTH and or deduced and large Lot.
FORTIETH (North), No. 552 - Modern Dwelling.
TASLER, Nos. 819 and 835 - Two Cottagea.
LOMBARD, No. 423 - Gentoel Dwelling.
CHESNUT Street Wharf - Large Lot and Dock, 341 feet

CHESNUT Street Wharf—Large Lot and Dock, 321 feet rout on Chesnut street.

ARCH. No. 2125—Modern Residence.

EIGHTH (South). No. 235—Valuable Business Stand.

KAIGHN'S POINT, No. 105—Foundry, Steam Engine, Machinery, Tools, and Fixtures.

SEVENTH (North). No. 988—Modern Dwelling.

MARSHALL, No. 982—Genteel Dwelling.

TENTH and NORRIS, S. W. corner—Store and Dwelling.

MT. VERNON, No. 2028 Modern Residence. SOUTH, No. 1341 Store and Dwelling. FORTY SECOND and TRANSURIPT, S. W. corner-FORTY SECOND and TRANSCRIPT - Five Brick Owellings. CAVEN, North of Pennsylvania avenue-Brick Dwell-

CAVEN, North of Pennsylvania avenue—Brick Dwelling.
GROUND-RENTS, \$38.70 and \$40 a year—Irreceemable.
MINNESOTA—Town Lot.
IOWA, Decatur Company—Town Lots.
8 TOCKS.
40 shares Old Township Line Road.
34 shares Central Transportation Railroad Go.
7 shares Reliance Insurance Co.
1000 shares Shamokia Coal Co.
23000 Sobnylkill Navigation Loan. 1876.
8700
84000 Susquehanna Canal 6 per cent. bond.
82000 Western Pennsylvania 1st Mortgage bonds.
Pew No. 77 St. Philip's Church.

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
Nov. 29, at 10 o'clock, on four months' credit. 11 23 54

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, ETC., ETC.
On Tuesday Morning,
Nov. 30, at 10 o'clock, on four months' credit. Il 24 5t
Al-SO,
a large stock of boots and shoes, damaged at the late

LARGE SALE OF BRITISH, FRENCH, GERMAN.

AND DOMESTIC DRY GOODS.

On Thursday Morning,

Dec. 2, at 10 o'clock, on four months' credit. 11 28 58 MARTIN BROTHERS, AUCTIONEERS.

No. 529 CHESNUT Street, rear entrance from Minor.

SALE OF A RETAIL STOCK OF DRUGS, GLASS
JARS AND BOTTLES, SHOWCASRS, FANOY
GOODS, ETC.
On Saturday Morning,
Nov. 27, at 10 o'clock, at the auction rooms, the ontire
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

STOCKS.

Estate of James J. Martin, deceased.

32 shares Steamship Dock Company.

30 shares do. do. do.

36 shares do. do. do.

40. do. do.

40. do. do.

40. do.

40. do.

40. do. interest in the Big Hickory Association of Warren

county.

150 shares Wood Preserving Co. of Pennsylvania.

50 shares Camden and Amboy Railroad.

1 share Mercantile Library.

5 shares Jefferson Fire Insurance Co.

THREE-STORY BRICK RESIDENCE, No. 704 S.

Pitteenth street. THREE-STORY BRICK DWELLING, No. 703 Wyoming street.
VALUABLE BUILDING LOT, No. 507 South Sixth
street, between Lombard and South streets; 20 feet front, TWO-STORY BRICK DWELLING, No. 1539 North Thirteenth street, above Jefferson street; lot 17 feet front by 80 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
Bartram, deceased.
VERY VALUABLE NUMISMATIO COLLECTION,
Rare American and Foreign Coins and Medals, Etc.
On Monday and Tuesday Afternoons,
Nov. 29 and 39, commencing each day at 3% 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.

ets, etc. Catalogues one week previous to sale. (11 19 10t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street, rear entrance No. 1107 Sansom street. Sale at No. 1110 Chesnut street.

NEW AND SECONDHAND HOUSEHOLD FURNITURE, seven rosewood plano-fortes, French-plate manted and pier mirrors, velvet, Brussels, and ingrain carpets; parlor, chamber, and cottage suits; stoves; kitchen furniture, etc.

At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of elegant par-lor, chamber, dining-room, and library furniture. PIANO-FORTES.

Also, superior reseawood plano-fortes, made by Gravenstein & Co., Gale & Co., Hallett & Davis, Vogt, Knabe.
Meyer, and others.
LARGE MIRRORS.
One splendid new French-plate mantel mirror, gilt frame; one do walnut frame; several large pier mirrors.
SEWING MACHINE.
Also, one Wheeler & Wilson sewing machine, nearly new. SILVER PLATED WARMS.
Also, an invoice of silver-plated ware.

Sala at No. 1333 North Seventeenth street.
HOUSEHOLD FURNITURE, BRUSSELS AND ingrain carpets, mattresses and bedding, cook stoves, cooking utensils, etc.
On Saturday Morning,
Nov. 27, at 11 o'clock, at No. 1333 North Seventeenth street, will be sold the entire furniture of a small house, comprising rep-covered parlor furniture; walnut chamber furniture; Brussels and Ingrain carpots; china;

The furniture is nearly new, and well made, and can be seen after 8 o'clock on morning of sale. C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC.. On Monday Morning. Nov. 28, at 10 o'clock, including a large line of city made

N. B. Sale every Monday and Thursday. LIPPINCOTT, SON & CO., AUCTIONEERS, LARGE SPECIAL TRADE SALE PARIS HOLIDAY GOODS. On Monday Morning, Nov. 28. 11 26 2t. T. A. McCLELLAND, AUCTIONEER, No. Household Furniture and Morchandise of every descrip-tion received for consignment.

Personal attention given to sales at dwellings. [11244 BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE, [11 24 4
No. 330 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

## PATENTS. WILLIAM S. IRWIN.

GENERAL PATENT AGENT,

No. 406 LIBRARY STREET. OUTCALT'S PATENT REASTIC JOINT IRON AMERICAN CORRUGATED IRON 09.'S MANU FACTURES, FIRE PROOF BUILDINGS, ETC.
TAYLOR & COALE'S PATENT AUTOMATIO LOCK-UP SAFRTY VALVE. BRADFORD'S LOW WATER INDICATOR, ETC.

TATE RIGHTS FOR SALE. - STATE Rights of a valuable invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beof, cabbage, etc., are bereby 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. J.

DRUGS, PAINTS, ETO. ROBERT SHOEMAKER & CO.

N. E Corner FOURTH and RACE Sta. PHILADELPHIA. WHOLESALE DRUCCISTS. Importers and Manufacturers of

White Lead and Colored Paints, Putty Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZING PAINTS. Dealers and consumers supplied at lowest price.