Foreign Riems.

-M. Mermet's Jeanne d'Arc is to be delivered to the director of the Opera on the 31st of December, but the composer has the right to ap-point his singers, and, as he is very exacting, it will probably be many months before his heroine will approach the footlights.

-We hear from Bohemia of the publication. by the venerable historiographer, Palacky, of a volume, in Latin, of documents which illustrate the life, character, doctrine, and persecutions of John Huss, whose somewhat confused story is said to be there made simple, clear, and intelli-

-The production of Lohengrin at Bologna, has been indefinitely postponed, in consequence of a difference of opinion between the Syndic of the city and the publisher of the music, on the merits of one of the lad es to be engaged. The Bologuese have been saved from an infliction, and Herr Wagner from another fallure.

-There is some talk of Orphee -the Orphee of Gluck, bien enlendu-being revived at the Lyrique, Paris, for Madame Werthelmber. It was at the old Lyrique that Madame Viardot gave her memorable impersonation of the hero. The talented lady, by the way, has completed the score of an opera, Le dernier Jour des Sor-ciers, to a libretto by the Russian novelist, Turgenieff.

-Don Cosar de Bazar is to be set to music for the Grand Opera, Paris, M. d'Ennery is commissioned to write the libretto, and M. Duprato the music. The author intended some time ago to work upon the subject in conjune Aime Maillart, but the latter has been obliged by ill health to renounce composi-tion. Our readers need hardly be reminded that Vincent Wallace made his first success in Maritana, as his lyric version of Don Casar was styled.

It is announced that Le Florentin, the opera which has been chosen from among a large number by the jury appointed for the purpose, is by M. Leuven, whose cantata, Renaud dans es Jardius d'Armide, gained the prix de Rome in 1865. The young composer has spared neither nimself nor his singers, the tenor in Le Florentin having no less than six solos to sing. The work s to be brought out at the Opera Comique. L'Aumonier du Regiment and L'Eclair are about to be revived at this the most industrious of Paris theatres.

-A correspondent at St. Petersburg says:-"After endless delays and mistakes, the final preparations have at length been made for providing the whole of the Russian army with breech-loaders. Hitherto the only regiments which have been armed with the new weapon are those of the Grenadiers and the Guards, the other corps having only had a few served out to them for practice. The officials on the Warsaw Railway have now been instructed to pass without question all the rifles as fast as they come in from Prussla, so that there may be no further delay in the matter. The number of rifles ex-pected from Prussia is 500,000, and it is stated that the troops have now thoroughly learnt, though not without great difficulty, the use of the new weapon. Every effort is also being made to render the army efficient in other re-Both officers and soldiers are constantly employed in making trenches and other field for ification work; and a nocturnal sham fight is often got up, at which the troops are attacked while in the trenches by a supposed enemy. This sort of exercise has wonderfully developed the intelligence of the Russian soldier, who is now a very different being from what he was in the Crimea. The late inspections both in the kingdom of Poland and the empire have produced results which have filled with surprise the Russian generals of the old school, hitherto accustomed to look upon the private soldier as a mindless machine.

-The following details relative to the St. Gothard Railway, as settled in the final protocol of the International Conference, are taken from Swiss paper, the Tagespost:-The St. Gothard lines will start, one from Lucerne, the other from Zoug, for Goldau, where there will be a innetion. The first passes through Kussnacht and Immensee, the second through St. Adrian. com Goldau the line is continued through luellen and Biasca to Bellinzona. From this lace there are two branches, one to Chiasso, passing through Lugano, the other to Magadino, and thence to the Italian frontier near Luino, with a further extension to Locarno. The total ength of these lines is 263 kilometres. The reatest elevation of the line is in the tunnel of schemen at Airola, where it attains a height of 1162 metres and 50 centimetres 3875 feet); the gradients are not to ex-While the adjoining States will facilitate the junctions on their respective territories, the Confederation will exert itself to unite the station of Central witzerland at Bale by a bridge across the Rhine o the Baden system of railways. The piercing of the tunnel, and consequently the construction of the whole line, is to be completed in nine years. With the view of inducing a comany to undertake these works, it has been conidered necessary that subventions should be ranted by the States interested to the amount 85,000,000 francs. Italy undertakes 45,000, 00; Switzerland, 20,000,000; the German States, he remainder-the Grand Duchy of Baden will ave to furnish at least 3,000,000. So long as ne line does not give 7 per cent. to the shareolders, the States who have granted the sub rentions will have no right to any share of the rofits, but if the undertaking gives more than per cent., half the profit realized above that rate will be divided among the States according to the proportion of their subventions. The chief superintendence, both for the construction and the working of the line, is confided to the Federal Council. The company which undertakes the work will have to deposit the necessary caution money with the Federal Government. The latter ha served to itself the necessary steps for securing the neutrality and the safety of the country. The States which have granted the subventions have the right to satisfy themselves by local in-spection as to the state of the works, naming delegates for the purpose. Moreover, a joint in-spection will annually take place to verify the state of the boring works in the St. Gothard and Monte Cenere tunnels. Should a canton situated on the line oppose the construction or working thereof, the Confederation will undertake its ights and duties. If any question should arise etween the Confederation or the cantons and the company, it will be settled by the Federal courts. Provisions are also made for the scale of charges to be established by the St. Gothard Company. It is needless to say that all these

-The German weekly paper Hermann is much scandalized by the clandestine trade in human creatures which it has discovered takes place in England. We have taken the trouble, asys, to count how many new-born children have been offered for adoption within a certain time by the morning papers most widely circulated in England, and have found the number of these little creatures averages forty-three a week. Adoption really means buying. The trade in negroes is suppressed, but white children can be bought like a pound of coffee or a quart of milk. Mothers who have come into these responsibili-ties unwillingly are in the habit of parting from their own flesh and blood very lightly, and even without intending to meet again; in short, making "a full surrender," as the advertisements The mothers do not make much by the vansaction, except freedom from an unwelcome and heavy burden: they seldom receive money this flows into the pockets of the mid-wives, who act as go-betweens in these plans of adoption Pledges of love are, like many other things in the world, unequally divided. Many who would like them do not ob-tain them: others who have them care nothing about them. Those who are blessed by nature with children must take them as they come; but those who obtain them by purchase can take their choice, as in the case of any other merchandise. Many seek for dark, others for fair children, and consequently the living wares are advertised and offered with a list of their ersonal qualifications. So we read, "A pretty ittle girl, aged four months, with blue eyes and fair hair, the child of healthy parents, may be immediately adopted." "A new-born child of the male sex, uncommonly large, with well-formed limbs and agreeable features (!), can be immediately adopted. The best references will

arrangements are subject to ratification by the

several Governments interested.

be given respecting the health of the parents."
A lively, well-nourished boy, the child of intelligent parents, three and a half months old, may be adopted immediately." Married people in want of children have, therefore, a wide field of selection. Blondes are most sought after, a result of the blonde-worship at theatres. Blueeyed children are also much in request, espe-cially when they are brunettes; sometimes as

much as a hundred pounds have been given for

such specimens.

-Hermann Vambery, the well-known traveller, has contributed an interesting article on the Central Asian question to the Allgemeine Zei-lung of the 4th inst. He says that recent events In Central Asia have fully justified his suspi-cions as to the alleged civilizing mission of Russia in that region. What, he asks, has been the policy of Russia since the interview between the British Viceroy and Shere Ali at Umballa? England has found it impossible to persuade her that an alliance was not concluded on this occasion in opposition to Russian interests, and the Czar has accordingly taken steps for establishing a counter alliance with the Ameer of Bokhara. A commercial treaty has been concluded with the Ameer, in which the duty on English imports was fixed at 40 per cent., and on Russian imports at 3 per cent. only, thus completely paralyzing the English goods trade in Bokhara. At the same time, says M. Vambery, the Russian Government continued with its usual duplicity to make the warmest professions of friendship to England; and a Russian State Councillor, M Tchihatcheff, eloquently and successfully pleaded its cause before the British Association

t Exeter. But though it was officially admitted

at St. Petersburg that the Umballa interview

had no political significance, the proceedings of "perfidious Albion" caused not a little secret

heartburning, and revenge was determined upon.

"The Ameer of Bokhara's eldest son" (M. Vambery continues), "with whom I had a conversation in July, 1863, has been inspired by the Mollahs with a fanati-cal hatred for the Russian unbelievers, " " and this is the real cause of his rebellion against his father, whom he accused of undue subserviency to Russia. \* \* This young Prince, who is now twenty-five years old, after having been defeated by his father with the help of Russian bayonets, has taken refuge in Cabul with Shere All, where he hopes to obtain English gold in order to enable him to resume the campaign against the Ameer and his to resume the campaign against the Ameer and his Russian protectors. \* \* This will give Russia Russian protectors. This will give Russia the pretext she has long been seeking for a rupture with Shere All, and there is no doubt that in a very short time we shall hear that the Russian Governor of Samarcand has marched his troops to the Oxus, if not across that river.'

In that case, says M. Vambery, Shere All would be in great danger-

"For Herat is still threatened by the younger son of Sultan Achmed, " " and the enemies of Shere Ali in Affghanistan are in close connection with Russia. " Being thus attacked both from within and from without, he would have no alternative but to yield; and then will come the critical question, What will the English, his protectors, do, who have already given him so, much money and who have already given him so much money and arms, and who are so much interested in the con-solidation of his power?"

-A good deal is said from time to time about the bigotry of Scottish Presbyterianism, but there are not wanting signs of a growing reaction, even within the churches. Replying to the toast of "The Clergy of all denominations," at the dinner of the Edinburgh Philosophical Institution, recently, Dr. Hanna made the following declaration:-

He believed that since the time of the Reformation the clergy in Scotland had been the promoters of everything that was connected with the advancement of the intellectual condition of the people. What the clergy of Scotland would be in the future remained to a large extent unknown. The only remained to a large extent unknown. The only point in which they came into connection with the general advancement of the country was that of education. They would perhaps excuse him for saying that he had the very strongest conviction that the clergy of all denominations would fall if they did not sever themselves completely from the common education of the country, and did not take the religious education into their away hands and leave the sever education into their own hands and leave the secu-lar education in the hands of the community. (Ap-plause.) There was prevalent a great popular delu-sion as to religious education. He thought the one thing the country had to do with was to teach the common, people, and that by compulsory means, the common branches of education, and to leave it to the Churches of the different denominations to do as they pleased, and as he trusted they would energetically exert them-selves to do as to religious education. (Applause.) education into their own hands and leave the secu selves to do as to religious education. (Applause.) He was perfectly satisfied that the general intelli-gence of the country was going along with the view that they should have no denominational education whatever in any form whatever. (Applause.) He had been asked to respond for the clergy of all de-nominations. He did so because he believed he was a clergyman of no denomination. He had brought a clergyman of no denomination. He had brought himself out of the belief in denominationalism of Free Church or Establishment, or any other Church in this country, and he looked forward to the time when the clergy should give themselves to the one single thing they had to do with—the spiritual in-struction of the people. As to that he hoped there would be deeper and stronger impressions regarding the great truths they had as clergymen to deal with the great truths they had as clergymen to deal with, and that they would have wider and broader sym-pathies with the whole mass of the population. (Ap-

To appreciate the full significance of this, it should be remembered that Dr. Hanna is not only himself a distinguished minister of the Free Church, but, as the son-in-law of Dr. Chalmers, and editor of his works, is in a peculiar manner the representative of some of the noblest traditions of that body.

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington

Connecting with Delaware Astrona at Whinington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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, Perryville, 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, Eikton, 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. Lenve Philadelphia at 11:00 A. M., 2:30, 5:00, and 1:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6:30 and 8:18 A. M., 1:30, 4:15, and 7-00 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

nedation Trains Sundays excepted.
Trains leaving Wilmington at 6:30 A. M. and 4:15
C. M., will connect at Lamokin Junetion with the 7:00
C. M. and 4:39 P. M. trains for Baltimore Central

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

H. F. KENNEY, 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, Miliville, Vineland, Swedesbore, and all intermediate stations. 245 P. M., Mail, for Cape May, Millville, Vineland,

and way stations below Glassboro.

3:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5:30 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphis 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. SEWELL, Superintendent,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 9 P. M. SUNDAY, NOVEMBER 14, 1889.

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 Wainut streets cars run within one square of the Depet.

Significant rickets can be had on amplication at

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE SIPOT, VIZ. :-Cincinnati Express. 8 00 P. M.
Eric Mail and Pittsburg Express. 9 45 P. M.
Accommodation 12 11 A. M. Pacific Express.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock 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. : Cincignati Express. 3:10 A. M.
Philadeiphia Express. 6:30 A. M. Southern Express. 12:55 P. M.

Lock Haven and Elmira Express. 7:00 P. M.
Pacific Express. 4:25 P. M.
Harrisburg Accommodation. 9:50 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.

The Pennsylvania Railroad Company will not assure, and limit.

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 Railroad Companies' lines from Philadelphia to 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 Amboy Exc. 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., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6-30 and 10 A. M., 12 M., 3-30, 4-80, 6, 7, and 11-30
P. M., for Edgewater, Riversido, 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 edds).

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 Morrisyille 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.

FROM 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, 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

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9-30 A. M., 6-45 and 12 P. M. Lines will run

daily. 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, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Scranton, Strondshure, Weter Can Col. Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. ath, etc. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, ambertylle, Flemington, etc. The 3:30 P. M. Line

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 CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

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

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9.95, 18, 11, 12 A. M.,
1, 2, 34, 34, 405, 435, 5, 54, 6, 65, 7, 8, 9.20, 10, 11, 12
P. M.

Leave Germantown at 6, 6-55, 7½, 8, 8-20, 9, 10, 0-50, 12 A. M., 1, 2, 3, 3-50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, The 8-20 down train and 3% and 5% up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 2-15 A. M., 2, 4-05, 7, and 10% P. M.
Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 %
P. M.

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9-20, and 11 P. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, Leave Chesnut Hill at 710, 5, 940, 1140 A. M., 140, 334, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 1000 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 805, 10 05, and 11½ P. M. Leave Norristown at 5 40, 6 25, 7, 7½, 8 50, and 11 A. M., 1½, 8, 4½, 6½, 8, and 9½ P. M. The 7½ A. M. train from Norristown will not stop at Mogec's, Potts' Landing, Domino, or Schur's lane, The 4 P. M. train from Philadelphia will stop only

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.
Leave Norristown at 7 A. M., 1,5½, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6,7½, 9, and 11:05 A. M., 1½, 5, 4, 4,5½, 6½, 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, 6½, 8:30, and 10 P. M.

ON SUNDAYS.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
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 Baltroads.

Philadelphia, Baltimore Central, and Chester Creek Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimoro Railroad Company, corner Broad and Washington avenue, at 7.4. 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 allowed to take wearing apparel

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,

111 President and General Superintend

RAILROAD LINES.

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

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 P.M.
MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmirs, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

Hagerstown, 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 Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Haliroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION,
Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 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

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 . M., stopping at all way stations; arrives in Phila-

delphia at 10 20 A. M. Returning, leaves Philadelphia at 4-45 P. M.; ar-rives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M. Trains for Philadelphia leave Harrisburg at 8-10 A. Trains for Paliadeiphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia at 1 P. M. Afternoon trains leave Harrisburg at 2-35 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 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:20, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3 15 P. M. Leave Philadelphia for

ceading at S 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 RAHLROAD.

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 connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points

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 12:43 A. M. and 1:45 and 10:05 P.

M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.

Returning Express train leaves Harrisburg on arrival 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 37:20 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. Siceping
cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:25 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:55 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 5:35 A. M. and 3:38 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for Pfnegrove, 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 5:55 P. M.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only and sold by Morning Accommodation Market Train Reading and 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.

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, discount, between any pents desired for for count, between any points desired, for families

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$5250 cach, for families and SEASON TICKETS.—For three, six, nine, or welve 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 haif fare.

EXCURSION TICKETS from Philadelphia to

EXCURSION TICKETS from Philadelphia to principal stations, good for Seturday, 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., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

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 CALLOWHILI

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-90 A. M.,
2:30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 8-90 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 8-90 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
and B. C. Junction going East will take train leaving and B. C. Junction going East will take train leaving West Chester at 7.45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4.40 P. M., and will change cars at P. C. Junction B. C. Junction.

The Depot in Philadelphia is reached directly

The Depot in Philadelphia is reached directly by the Chesnut and Walnut 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. Leave West Chester for Philadelphia at 7 55 A. M. and 4 90 P. M. WILLIAM C. WHERLER,

4 105 General 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
follows from Pennsylvania Railroad Depot, West
Philadelphia Westward WESTWARD. Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia..... 9-35 P.
Williamsport..... 7-40 A.

" Williamsport 740 A. M.
" arrives at Erie 820 P. M.
ERIE EXPRESS leaves Philadelphia 1140 A. M.
" Williamsport 900 P. M.
" arrives at Erie 1000 A. M.
ELMIRA MAIL leaves Philadelphia 750 A. M.
" Williamsport 600 P. M.
" Williamsport 750 A. M.
" Williamsport 750 P. M. arrives at Philadelphia. 6-20 A. M.
ERIE EXPRESS leaves Erie. 400 P. M.
Williamsport. 3-30 A. M.
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.
BUFFALO EXP. leaves Williamsport. 12-25 A. M.
"Harrisburg. 5-20 A. M.
"arrives at Philadelphia. 9-25 A. M.
Express East connects at Corry, Mail East at Carry and Irvineton, Express West at Irvineton, with trains of Oit Creek and Allegheny River Railroad.
ALFRED L TYLER, General Superintendent.

The a secretar level wang deposits.

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.

WINTER ARRANGEMENT.

Takes effect November 23, 1882.

Fourteen daily trainsleave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 840 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Buffalo,
Ningara Ealls Rochester, Cleveland, Chicago, San connection with the ERIE KAILWAY 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 Valley 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 5 00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 7-30 and 10-45 A. M., and

20 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, nd Union City Passenger Railways run to the new

Depot.
TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 A. M., 240, 440, and 8-25 P.M.
From Doylestown at 8-25 A. M., 4-30 and 7-05 P. M.
From Lansdale at 7-30 A. M.
From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 235, 645, and 230 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 230 A. M. 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.

11 1 ELLIS CLARK, Agent.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mass Steamers are appointed to sail as follows—City of Brussels, Saturday, Dec. 4, at 1 P. M. City of Brussels, Saturday, Dec. 4, at 1 P. M. City of Brussels, Saturday, Dec. 11, at 12 noon.
City of Brussels, Saturday, Dec. 12, at 1 P. M. City of Brooklyn, Saturday, Dec. 13, at 1 P. M. And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

BY THE MAIL FTEAMER SAILING EVERY SATURDAY.
Payable in Cold.
FIRST CABIN.
S100 STEERAGE.
TO LONDON.
FIRST CABIN.
105 TO LONDON.
TO Paris.
105 TO LONDON.
FIRST CABIN.
FIRST CABIN.
S102 STEERAGE.
FIRST CABIN.
S104 STEERAGE.
FIRST CABIN.
S105 STEERAGE.
FIRST CABIN.
S105 STEERAGE.
FIRST CABIN.
S20 Haifax.
S20 Liverpool.
Haifax.
S20 Haifax.
S30 Liverpool.
Haifax.
S30 Liverpool.
S30 Liverpool.
Haifax.
TERST CABIN.
S20 Liverpool.
Haifax.
S30 Liverpool.
Haifax.
S40 Haifax.
S51 John's, N. F.
S52 John's, N. F.
S53 John's, N. F.
S54 John's, N. F.
S55 John's, N. F.
S65 JOHN's, N. F.
S66 STEERAGE.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
FOR TURNERS AND STEERAGE.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
FOR Turners and S75 STEERAGE.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
FOR TURNERS AND STEERAGE.
Tickets can be DONNELL & FAULK, Agents, NO. 402 CHESNUT Street, Philadelphis.
ONLY DIRECT LINE TO FRANCE

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
COMPANY'S MAIL STEAMSHIPS
BEEV KEN NEW YORK AND HAVER, CALLING AT
The splendid new vessels on this favorite route for the
Continent will sail from Pier No. 50, North river, everSaturday.

PRICE OF PASSAGE

THE SOUTH, SOUTHWEST, AND FLORIDA PORTS.

THE STEAMSHIP J. W. EVERMAN. CAPTAIN HINCKLEY. Will leave Pier 17, below Spruce street, on THURSDAY, December 2, at 4 P. M.

Com ortable accommodations for passengers. Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points South and Southwest, and with Steamers to Florida ports. Insurance by this Line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of Lading furnished and signed at the office

For freight or passage apply to E. A. SOUDER & CO., DOCK STREET WHARF.
The Steamship PROMETHEUS will follow THURS DAY, December 9.

PHILADELPHIA, RICHMOND,
AND NORFOLK STRAMSHIP LINE
THOUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST.
EVERY SATURDAY,
At DOOR, from FIRST WHARF above MARKET

At Boon, from FIRST WHARF above states.

Street.

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

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

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

No charge for commission, drayage, or any expense transfer.

No charge for commission, drayage, or any expense transfer.

Steamships insured at the lowest rates.

Freight received daily.

No. 12 S. WHARVES and Pier 1 N. WHARVES.

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

T. P. CROWELL & CO., Agents at Nerfolk.

6 15

LORILLARD'S STEAMSHIP 金融 LINE FOR

NEW YORK. Sailing on Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES.

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

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

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST AND QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first what below Market
street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommedating
terms.
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
No. 119 WALL Street, New York.

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

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

Freight received daily. NEW EXPRESS LINE TO

the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South wharves.

HYDE & TYLEE, Agents, at Georgetewn; M.

ELDRIDGE & CO., Agents at Alexandria.

NOTICE.—FOR NEW YORK, VIA
Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY.—DESThe business of those lines will be resumed on and after
the 8th of March. For freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
No. 122 South Wharves. FOR SALE.

FOR SALE—ELEGANT BROWN-STONE residence, with coach house, No. 1507 Reserved residence, with coach house, No. 15/7.Sprace street Furniture new and will be included, if wished. Apply to J. NORRIS ROBINSON, at Drexel & Co.'s No. 31,South THIRD Street, Philadelphia.

FREDERICK SYLVESTER. REAL ESTATE BROKER,

No. 208 South FOURTH Street,

PHILADELPHIA.

AUDTION & \_EB.

M. THOMAS & SONS, NOS. 139 AND 148

SUPERIOR DUTCHI FLOWER ROOTS.

On Saturday Merning.

Dec. 4, at 11 o'clock, at the auction rooms, two cases comprising an assertment of vary choice and superior Japan Lilles, Hyacinths, Tulips, Crocus, Snow Drops, etc., worth the attention of florists and others, from J. E. Earmasst, Hasriem, Holland. PEREMPTORY SALE IS TONS COAL.

Dec. 5, at 12 o'clock, noon, without reserve, for account of whom it may concern, at J. Barelay Hacker's wharf, west end of Market Street Bridge, cargo per boat Manhaitan, 43 tons egg and 96 tons stove, free burging coal alightly stained by being under water; terms cash. [12 3 25

BRICK MACHINE.

Dec. 6, at 12 o'clock non, at No. 1160 Beach street, does nor of Mariberough, without reserve, for account of whom it may concern, I Excelsior Brick Machine.

12 3 24

REAL ESTATE SALE, Documber 7,
Orphans' Court Sale Estato of John Wilkinson, decased LOT, Marshall street, between Venango and Coased LOT, Marshall safety,
Tioga.

Executors' Peremptory Sale—Ratate of Evan Fox, deceased—LARGE and VALUABLE LOT, Girard avenue,
between Franklin and Eighth streets. See plan.

HANDSOME MODERN THREE-STORY BRICK
RESIDENCE, No. 2019 West Delaney place. Immediate BUSINESS STAND Three story Brick Store and Dwelling, No. 1233 Vine street. Immediate possession.
MODERN 234-STORY BRICK DWELLING, No. 931
North Fourth street, above Poplar. Immediate posseson.

Executors' Peremptory Sale—Estate of George Miller, de-cased—WELL-SECURED REDEEMABLE GROUND

ENT. SIETS A YOUR MODERN THREE STORY BRICK DWELLING, No.

MODERN THREE STORY BRICK DWELLING, No. 1518 Wallace street.
GENTEEL THREE STORY BRICK DWELLING, No. 870 North Twentieth street.
STOCKS,
For Account and Risk of Former Purchaser.
\$5000 Long Island Railroad Company 1st mortgage 7 per cent. bonds, May and November.
For other accounts:
\$1000 Harrisburg, P. M. J. and Lancaster Railroad.
\$112,100 Beld Eagle Valley Railroad ist mortgage.
\$10,000 Western Pennsylvania Railroad (Branch bonds).
\$5000 Connecting Railroad Co. 6 per cent.
\$210,000 Western Pennsylvania Railroad (Branch bonds).
\$5000 Huntingdon and Broad Top Cousolidated.
\$10 shares Amygidaleid Mining Co. of L. S.
22 shares American Fire Insurance Co.
10 shares House Company Line Turnpike Co.
10 shares Lot Township Line Turnpike Co.
10 shares Cape May and Millville Railroad Co.
10 shares Cape May and Millville Railroad Co.
10 shares Santylkill Navigation Co., common.
10 shares Senthylkill Navigation Co., common.
10 shares Senthwark National Bank.

PUNTING, DURBOROW & CO., AUCTION-

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 252 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, Dec. 6, at 10 o'clock, on four months' credit. [11 30 56 SALE OF 2000 CASES BOOTS, SHOES, BROGANS, ETC. On Tuesday Morning,
Dec. 7, at 10 o'clock, on four months' credit. 12 1 56

LARGE SALE OF BRITISH, FRENCH, GERMAN;
AND DOMESTIC DRY GOODS.
On Thursday Morning,
Dec. 9, at 10 o'clock, on four months' credit. 12356 THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 809 Cheanut street.

HALL FIXTURES
On Monday Morning.

Dec. 6, at 10 o'clock, at No. 80! Cheanut street, third fleor, will be sold, the furniture of a public hall, consisting of 250 yards cocca matting: 45 settees; 2 walnut office decks; 2 walnut tables; mirror; 2 pedestals; 6 arm chairs; carpet, etc. T. A. McCLELLAND, AUCTIONEER, No.

 1219 CHESNUT Street.
Household Furniture and Merchandise of every description received for consignment.
Personal attention given to sales at dwellings. [11244] BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE, [11 24 5]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

FURS! FURS! FURS!
Regular Trade Sales of Furs and Robes, by catalogue,
Every Thursday
throughout the season, ending last Thursday in January,
to which the attention of the trade is invited. L IPPINCOTT, SON & CO., AUCTIONEERS,

GRAND SPECIAL TRADE SALE PARIS HOLIDAY GOODS,
By order of Messrs. HECHT & BROS., New York,
and one other Large Importing House,
On Monday Morning,
Dec. 6, at 10 o'clock, on four months' credit. 1232k C. D. McCLEES & CO., AUCTIONEERS,

MARTIN BROTHERS, AUCTIONEERS.—
No. 529 CHESNUT Street, rear entrance from Miner. GENT.'S FURNISHING GOODS. PATENT SHOULDER-SEAM

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE PERFECTLY FITTING SHIRTS AND DRAWER! made from measurement at very short notice.
All other articles of GENTLEMEN'S DRES GOODS in full variety. WINCHESTER & CO.,

11 9 No. 706 CHESNUT Street. FINE DRESS SHIRT AND

> GENTS' NOVELTIES. J. W. SCOTT & CO.,

No. 814 CHESNUT Street, Philadelphia, 5 277rp Four doors below Continental Hotel.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY

AND COUNTY OF PHILADELPHIA.

Estate of ROBERT W. SMITH, deceased.

Notice is hereby given that ELIZA SMITH, widow of
said decedent, has filed her petition in the office of the
Clerk of said Court, with an appraisement of the personal
property she elects to rotain under the Act of Assembly
of April 14, 1851, and its supplements, and that the same
will be approved by the Court on SATURDAY, December
11, 1869, unless exceptions be filed thereto.

R. RUNDLE SMICH,
1234794t

Attorney for Petitioner.

ROOFING.

R E A D Y R O O F I N G.—
Applied to applied to STEKP 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 cellings and furniture while under
going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTONY
I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon
the best and cheapest in the market.

2 17: No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS, ARCHITECTS, BUILDERS, AND ROOFERS, Roofal Yes, res. Every size and kind, old or new. At No. 643 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 over offered to the public, with brushles, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.

Agents wanted for interior counties.

GPAVEL ROOFS REPAIRED AND WAR-Tanted for five years, at half the price others charge.

Tin roofs repaired and painted at one cent per square foot.

Old shingle roofs covered with ready roofing, at small cost. Keystone Roofing Company, No. 411 VINE Street.

Call and see.

CARPENTERS AND BUILDERS. R. R. THOMAS & CO.

DEALERS IN Doors, Blinds, Sash, Shutters, WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA.

PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!-WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1988 S'RING GARDEN Street, below Rievanth. Branch, No. 2007 FEDERAL Street, Camden, New Jersey. 2506

The state of the s