A FRENCH "LIVRET."

From the Pall Mall Gazette. To the most instructive things found on the battle-field belongs, undoubtedly, the livrets—those little official soldiers' diaries which seem to have been the very first things thrown away by the French fugitives or prisoners. Strangely enough, they very rarely bear any traces of bloodshed, though they look otherwise dirty and grimy enough. If we are entitled to draw any conclusions from those we have examined, their owners do not seem to have acted unwisely in getting rid of these documents, which often tell the story of their military lives but too faithfully, Perchance, when they return from their capti-

vity, they may with a new livret turn over a

new leaf.

It will not be very indiscreet probably to give a brief analysis of one of these documents now before us. It belonged to Pierre Nicolas Page, born in 1828 in the Vosges, an orphan, 1 metre 600 mill. high, with grey eyes, a round forehead, and belonging at the time of his parting with this booklet to the 34th Regiment of the Infantry of the Line. But he did not always belong to it. There is a certain page prefixed telling very minutely what were the divers services and positions before his last "incorporation." And they seem to have been very diverse and very chequered. "Entre au service" on the 21st of February, 1850, in the 7th Regiment of Infantry. In December of the same year he has already advanced to a corporalship. Promotion follows promotion. He is Corporal des Voltigeurs a year after, sergent in two years more; he is sergent-fourrier at the end of 1854. But, alas for the instability of fate! Whatever may have happened we are not told-only this much we learn, that he is in August following "casse et remis fusilier;" which seems to have disgusted him so much that he went away-to re-enlist for seven further years the very next month. Within a short time he again becomes corporal, a few months see him a sergeant; a brief year after "casse et remis fusiker." He thereupon "is passed on" to the 1st Regiment of Zouaves, and in three years' time, in 1862, he is promoted to be a zouave of the first class. At the end of his seven years he is libere with a certificate of good conduct. Three weeks after he is readmitted into the same corps for another seven years; and now he rises steadily, fights in Algiers, in Syria, in Algiers, in Mexico, in Algiers again, when, of a sudden, "casse de son grade et remis fusilier." This, however, does not prevent him, after two years' civil life, from re-enlisting in the beginning of 1870 for three

years more. Of smaller details about M. Page, we learn that he was vaccinated "au corps," "with certain success;" that he could read and write, but the question as to the "progression of his military education," as well as of the "Gymnase," are peremptorily answered by "ancien soldat." Next are registered his achievements at the "tir." These are followed by an enumeration of his "effets," and the time they are expected to last. Epaulets two years, a livret seven years, two collars six months, a pair of gloves three months, two pocket-handkerchiefs six months, and a "pompon" two years. Follows his debit and credit, or, as it is officially called, "compte de la masse individuelle." The first item we encounter in M. Page's case is "Venu avecune chemise, un livret," which, as he had wisely got a new diary in going to Algeria, seems neither too much nor too little luggage. But he there soon runs up a goodly bill, and his expenses exceed his receipts by sums varying from five to ten francs a quarter He seems to have been especially lavish in cravats, in handkerchiefs, mattresses-even in shirts. And there is one item which, we believe, contains a hint as to his periodical cashierings. There are forty centimes against him for "degradation to the furnitures of the saloon of the discipline;" which, we fancy, means that in his ire he smashed a chair or even a window in the saloon of the discipline. The last entry is dated August 7, 1870, when he spent thirty-five centimes. Seventeen blank leaves follow, after which comes the account of his regular army pay from 1868 to 1870, being eighteen francs and from twenty to forty centimes a quarter. The end of the livret consists of ten most formidable pages—in small type—containing the regulations for the soldier, and dwelling very particularly upon the "marques exterieurs" due to the superior officer and to a good many more people. There is also a most formidable alphabetical list of the punishments for military crimes and derelictions of duty. Death and imprisonment, and public works, and "destitution," and death with military degradation, and detention for life, and "seclusion," and death, and death, and death. How those noble children, genuine or adopted, of Zuavia (a district of the province Constantine, in Algiers), or the Turcos, or Zephirs, or Sipahis, or any of those "bearers of civilization and culture," ever managed to preserve their lives under these regulations for three days together passes understanding.

We cannot dwell upon the "catechisme" with which the livret closes, though it is curious and characteristic enough. One point is constantly insisted upon, as if it were the one end of the soldier's calling, and that is the "salutation." After going through all the ranks of military and civil dignitaries down to the lowest, the catechism proceeds: -"Ought one to salute also other persons besides those indicated above?" and the answer is, "Yes; there are other persons to be saluted, eminent persons; not only such as senators, members of the Legislative Body, prefects, maires, etc., but urbanity requires it in many other instances. It is, indeed, enough to remind le militaire that politeness never compromises the dignity of him who practises it; that, on the contrary, it gives a favorable opinion of his manners, his character, and the corps to which he belongs; and that, finally, it is to the courtesy which distinguishes him, as well as to his bravery, that the French soldier owes the high reputation he enjoys among all nations."

A GOOD WORD FOR THE GIRL OF THE PE-RIOD. - To sum up in half a dozen words the character of the "girl of the period," we find that she has, with more freedom of action, acquired a standard of healthy development and approaches to a degree of physical perfection, unknown to those of a couple of generations back. She retains all the virtues of her grandmothers, but adds to them a certain confidence, a certain go-ahead spirit, a disregard for consequences, which is a peculiarity of the times, has grown upon her insensibly, and is no fault of hers, but which she cannot help. Her vices, like the masks and dresses at a masquerade, are for the most part assumed in a playful spirit, and no more represent her true sentiments than a weathercock on a church steeple does the living bird. Her good points do not glare out and dazzle us; but rather, like the lamp of the glow-worm, shine forth from beneath the covert to attract only the one it is intended to attract.—The English Woman's AFTER THE QUEER.

How a Nervous Little Frenchman Hoped to Make a Fortune, and was Fooled. The Pittsburg Commercial of vesterday says: We have several times had occasion to warn the public against a set of New York swindlers who, getting copies of our city directories, pick out a number of pames of persons, to whom they address lithograph circulars, stating that they have a large quantity of fac-similes of United States notes, in every particular as good as the real, and which they sell at such low prices as must enable the purchaser to make a fortune in a short time. These circulars state that the party addressed has been specially recommended as a suitable person for an agent, and therefore "superior inducements" are offered which are set out in detail. Among those in this city to whom this circular has been ad-

A SANGUINE LITTLE FRENCHMAN. who, after reading over the tempting offer, and believing that the propositions therein con-tained were bona fide, determined to send for a \$500 package, but, with all his confidence, he was unwilling to risk more than \$10, the firm was all was agreeing to send the package on that advance. With feverish anxiety, the ardent Dafour awaited the arrival of his package at the express office. He felt confident it would come, and come it did, yesterday. But he was sadly chagrined to learn from the express messenger that the box was subject to "\$20.50 charges — C. O. D." The ardor of the little man began to cool. He was in trouble and doubt, and determined to EMPLOY A LAWYER

to get him out of his difficulty. He secured the services of a very good lawyer, who gave him sensible advice—to let the package remain where it was, and put the detectives on the hunt of the swindlers. Dafour was not content to do this, was at least undecided, and very

THE CONTENTS OF THE BOX. The detective, however, called at the Adams Express office, and after stating the case to Mr. Bingham, the agent, suggested that he allow the box to be opened without collecting

With Mr. Bingham's consent the box was opened. It contained an explanatory letter, and contained a few pieces of old iron wrapped up in paper, and packed so as to give the box the proper weight of a package of \$500 in notes of the lower denominations, such as had been ordered. As the box was being opened the Frenchman became wonderfully excited, and it was only when the old iron and paper were turned out to his astonished vision that he confessed himself a fool.

SOMETHING TO READ IN PRIVATE. The explanatory letter found in the package we give verbatim: -

Read this in private. Don't breathe a word about our transactions in this business. No doubt you are surprised at the contents of this package, but when we tell you your surprise will cease. We keep a few packages of this description on hand in case we are watched; then we send one of these, so if it is opened they don't find what they expect to. Just as your letter was sent informing you how your goods was sent we were beset by a party of detectives, and were obliged to send this package. Of course we dare not send the genuine package while they were on our track. Your name is all right, and we will send the package as soon as there is any show to get it through safe. Don't mention our name to a living soul. All will be well. Yours fraternally, —...

A CITY WITHOUT A MAYOR.

Curious Operation of the Missouri State Con-stitution.

The St. Louis Democrat of Oct. 25 says:— George W. Welch, some time ago, applied to the United States Circuit Court for a writ of mandamous to compel the authorities at Ste. Genevieve to make an assessment upon the inhabitants of that town for the payment of a judgment rendered against them. The answer to this petition was filed yesterday. From this answer we gather the following curious facts: -On the 6th of October, 1866, Welch obtained a judgment against the Mayor, Aldermen, and citizens of Ste. Genevieve for the sum of \$5605.55, with interest and costs. The defendants say that on the 4th of May, 1863, they were elected aldermen of said city, and F. Roy was elected Mayor; that on the first Monday of May, 1863, no election was held as required by the city charter; nor was there any election in the following year. In August, 1864, Roy removed to Illinois, and did return until December, 1865. In the absence of Roy defendant Rozier performed the duties of Mayor until August, 1865.

On the 4th of July, 1865, the new State Con-stitution went into force, which requires that every person in the State holding office shall take an oath set forth in section three of said Constitution, and providing that in every case where an officer refuses to take said oath his office shall become vacant, and the vacancy shall be filled according to the law governing

the case. The Mayor and Aldermen of Ste. Genevieve failed to take the said oath as prescribed, and their offices became vacant on the 4th of September, 1865 and prior to the commencement of the suit. No election was held to fill the vacancies thus created, but there was a pretended "election," in September, 1865, at which Herman Lelle was chosen Mayor, and Matthew Kline, Henry Kneirim, Michael Chenee, Antoine Beltramie, and Augustus Becquette, Aldermen; but none of these qualified or entered upon the duties of their offices. The city of Ste. Genevieve, consequently, has been without a Mayor and Aldermen from 1865 to the present time. The books, papers, and other records of the city are kept in the office of the clerk of the

RAILROAD LINES.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN

will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street,
at 6-45 A. M. Accommodation and 4-30 P. M. Ex-

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-modation and 3:20 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jess Hoyt" have been fitted up expressly for this business the former with unequalled accommodations, and will make the connection between New York and Sandy

"Traveller's" and "Appleton's Guides."

C. L. KIMBALL, Superintendent.

W EST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 7.45 and 11.20 A. M., 2.30,
6.10, and 11.30 P. M. Stops at all stations.
For West Chester at 4.40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted).
For B. C. Junction at 4.10 P. M. Stops at all stations.

FOR PHILADELPHIA Prom West Chester at 6-30 and 10-45 A. M., 1-55, 4-55, and 6-55 P. M. Stops at all stations.

From West Chester at 7-55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted). From B. C. Junction at 8:40 A. M. Stops at all on SUNDAY—Leave Philadelphia at 836 A. M. and P. M. Leave West Chester at 755 A. M. and P. M. 1014 W. C. WHEELER, Superintendent,

RAILROAD LINES. PHILABELPHIA, WILMINGTON. AND A.

TIMORE RAYLEGAD.—

TIME TABLE.

DOMMENOING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Bread street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomeke Railroad.

road.

Express Train at 11'45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Hävre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestowp, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'30 P. M. (Pally), for Balti-

and Stemmer's Run.

Night Express at 11.30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passeegers for Fortress Monroe and Norfolk will take the 11.46 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Dally; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:48 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:08 A. M. and 4:30 P. M. trains for Baltimore Con-From Baltimore to Philadelphia .- Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7'25 A. M., Way Mall; 9 09 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 Magnolis, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3'55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket effice, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company.

H. F. KENNEY, Superintendent.

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

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9, 10-05, 11, 12 P. M. 12 P. M.
Leave Germantown 8, 6.85, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and 2%, 3%, and 5% up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4.08, 7, and

10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 9% P. M.

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

I cave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3½
5½, 7, 9, and 11 P. M.
Leave Chesut Hill 7·10, 8, 9·40, and 11·40 A. M.,
1·40, 8·40, 6·40, 6·40, 8·40, and 10·40 P. M.

Con Sundays.

Leave Philadelphia at 9½ A. M., 2 and P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and
9·25 P. M.

Passengers taking the 6·55, 8 A. M., 6½ & 11 P. M.

trains from Gormantown will make close connect

trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR UONSHOHOUCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 95 A. M., 1%,
8, 4%, 6, 6%, 6%, 805, 10, and 11 ½ P. M.
Leave Norristown 5%, 6-25, 7, 7%, 8-50, and 11 A.
M., 1%, 8, 4%, 6%, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 11:05 A. M., 1%,
8, 4%, 5, 5%, 6%, 806, 10, and 11½ P. M.
Leave Manayunk 6, 6-55, 7%, 8-10, 9-20, and 11½
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
PLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Plymouth 6½ A. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 905 A. M., 6½ & 12 P. M. trains from Ninth and Green streets will make close trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8½ A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't. tersection Station.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

700 A. M. (Accommodation) for Fort Washing-

At 7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

WAY for Buffalo, Niagara Falls, Rochester, Cleve-isnd, Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 46 A. M. (Express) for Bethiehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettsfown, Schooley's Mountain, and N. J. Central and Morris and Essex 11 A. M. (Accommodation) for Fort Washington 1.15, 3.30, and 5.20 P. M., for Abington 1.45 P. M. (Express) for Bethlehem, Easton, Al-

lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazloton. 2:80 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Manch Chunk.

Mauch Chunk,
4-15 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown,
and Mauch Chunk.
5-20 P. M. (Accommodation) for Lansdale.
8-00 and 11-80 P. M. (Accommodation) for Fort

Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Doylestown at 8-25 A. M., 4-40 and 7-05 P. M. Lanedale at 7-80 A. M. Fort Washington at 9-20 and 11-20 A. M., 8-10 and 45 P. M. Abington at 2:35, 4:65, and 6:45 P. M. Abligton at 735, 456, and 457, M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Philadelphia for Fort Washington at 8:30 A. M.

Doylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fort Washington for Philadelphia at 6.36 A. M.

and 8-10 P. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 16, 1870.
ELLIS CLARK, Agent. THE PHILADELPHIA AND BALTIMORE CEN-CHANGE OF HOURS.

TOR ass follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue,—
For PORT DEROSIT at 7 A. M. and 4:30 P. M.
For OXFORD, as 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHRSTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and
7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 44

On and after MONDAY, April 4, 1870, trains will

MAILROAD LINES.

READING RAILEOAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:—

Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At. 7:30 A. M., for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Ellmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pitteton, York, Carlisle, Chambersburg, Hagerstowp, etc.

The 7:30 A. M. train connects at PEADING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 320 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN AUCOMMODATION. Leaves Pottstown at 6.26 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8.40

termediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-90 P. M.; arrives in Pottstown at 6-16 P. M. REABING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and Reading at 7-30 A. M. and 6-35 P. M., stopping at all way stations; arrive in Philadelphia at 10-20 A. M. and 9-25 P. M. M. and 9 to P. M. Returning, leaves Philadelphia at 6-16 P. M.; ar-rives in Reading at 7-56 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave
Harrisburg at 8:10 A. M., and Pottsville at 9 A. M.,
arriving in Philadelphia at 1 P. M. Afternoon
Express trains leave Harris-burg at 2:50 P. M., and
Pottsville at 2:50 P. M., arriving at Philadelphia at

Pottsville at 2.50 P. M., arriving at Philadelphia at 7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12.20 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25 P. M. These trains connect both ways with Surday trains on Perkiomen and Colebrookdale Railreads.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-80 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-10 P. M. PERKIOMEN KALLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:16 P. M. trains from Philadelphia, returning from Schwenksville at 6.45 and 8.05 A. M. 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOK DALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:09 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M.,
passing Reading at 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. more, etc. Returning Express train leaves Harrisburg on

Beturning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 8-50 A. M., passing Reading at 7-28 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 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 2-50 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 4-50 P. M., returning from Tamagua at 8-25 A

Trains leave Pottsville at 4:20 and 11:30 A. M. and 4:50 P. M., returning from Tamaqua at 8:26 A. M., and 1:40 and 4:60 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:06 neon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 6:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and Wast

to all the principal points in the North and West and wanadas.

Excursion Tickets from Philadelphia to Reading

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 Pottsville and intermediate stations by Reading and Pottsville 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. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families discount, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

points, at reduced rates.

CLERGY MEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKERS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT .- Goods of all descriptions forwarded

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 is 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 Philadelphia Depot. Orders can be left at No. 222 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW.

HILL Streets.

TRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains
will run as follows:—Leave Philadelphia from depot
of P. W. & B. R. R., corner Broad street and Wash-

of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Raliroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Raliroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

More.
Oxford at 605 A. M., 1035 A. M. and 530 P. M. Sundays at 530 P. M. only.
Chadd's Fordiat 726 A. M., 1158 A. M., 355 P. M., and 649 P. M. Sundays 649 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. the same. General Superintendent.

WEST JERSEY RAILROADS; FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870. COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinciand, Miliville, and way stations.
11 45 A. M., Woodbury Accommodation.
S-16 P. M., Passenger for Cape May, Miliville, and way stations below Glassboro.
8-26 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-26 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camplen daily, at 12 M.
WILLIAM J. SEWELL, Superintendent. RAILROAD LINES

1870 - FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., for Ambay and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:80, 8, and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6:38 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. The 11-30 P. M. line leaves from Market Street

The 11-30 P. M. line leaves from Market Street Ferry (upper side).

PROM WEST PHILADELPHIA DEPOT,
At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New York Express Lines, and at 11-30 P. M., Emigran Line, via Jersey City.

At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will rundaily. All others Sundays excepted.

Sunday Lines leave at 9-30 A. M., 6-45 P. M., and 12 night.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M.f Bristol.
At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M.()
Schenck's, Eddington, Cornwells, Torresdale, an Holmesburg Junction.
At 7 A. M., 12:30, 6:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10.45 A. M., 12.80, 2.39, 5.15, 6, and 7.30
P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSET SOUTHERN RAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places.

ntermediate places.
VIA CANDEN AND BURLINGTON COUNTY RAIL ROAD.
At 7 and 11 A. M., 1, 230, 330, 5, and 530 P. M.,
and on Thursday and Saturday nights at 11:30 P.
M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and
Medford.

At 7 and 11 A. M., 3 30, 8, and 6 30 B. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 A. M.. 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horaers-town, tresm Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent. Oct. 17, 1870.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 16, 1870. AFTER 8 P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket 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 Deport.

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 depet. Order left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train BRAVE DEPOT. 8:00 A M. Paoli Accommodation, 10 A. M. & 12:50 and 7:10 P. M. Eric Mail and Pittsburg Express 10-30 P. M.
Way Passenger 11-30 P. M.
Frie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 day night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be prograded and backgraped by 5 P. M. at No. 118

cured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Paoli at 9.40 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 P. M.; arrives at Paoli at 7.40 P. M.
Sunday Train No. 1 leaves Paoli at 6.50 A. M.;
arrives at Philadelphia at 8.10 A. M. Sunday
Train No. 2 leaves Paoli at 4.50 P. M.; arrives at
Philadelphia at 6.10 P. M.

Parkesburg Train . . . 9.00 A. Fast Line and Buffalo Express . . 9.85 A. Lancaster Train Erie Express Lock Haven and Elmira Express 9-40 P. M

Harrisburg Accommodation 940 P. M.

Harrisburg Accommodation 940 P. M.

For jurther information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 501 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. owner, unless taken by special contract.
A. J. CASSATE,
4 29 General Superintendent, Altoons, Pa.

PHILADELPHIA AND ERIB RAILROAD
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West WESTWARD.

WESTWARD,

MAIL TRAIN leaves l'hiladelphia - 10-20 P. M.

Williamsport - 8 00 A. M.

ERIE EXPRESS leaves Philadelphia - 10-50 A. M.

Williamsport - 8-15 P. M.

" Williamsport - 7-25 A. M.

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

" Williamsport - 6-00 P. M.

arrives at Lock Haven - 7-20 P. M.

BALD FAGLE MAIL leaves Williams u arrives at Lock Haven . . 2.45 P. M. BASTWARD. MAIL TRAIN leaves Eric Williamsport BUFFALO EXP. leaves Williamsport 12-25 A Harrisburg - 6-20 A arrives at Philadelphia 9-25 A

BALD EAGLE MAIL leaves L. Haven 11:36 A. M.

" " arr. Williamspt 12:50 P. M.

BALD EAGLE EX. leaves Lock Haven 9:35 P. M.

" " arr. Williamsport 10:50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad, WM. A. BALDWIN, General Superintendent.

COAL. COAL PER TON OF 2240 LBS. DELIVERED, LEHIGH. Furnace, \$7:75; Stove, \$8:00; Nut, \$7:00; SCHUYLKILL, Furnace, \$6:75; Stove, \$7:00; Nut, \$6:75; SHAMOKIN, Grate, \$7:25; Stove, \$7:00; Nut, \$6:25. EASTWICK & BROTHER,

Yard, No. 2200 WASHINGTON Avenue. Office, No. 228 DOCK Street. 8 20rp tf ROTHERMEL & MANNING, LEHIGH AND SCHUYLKILL COAL, Depot N. E. Corner NINTH and MASTER,

Offices, { 48 South THIRD Street,

AUD TION BALES, M. S. FOURTH STREET, NOS. 109 AND, 144

Peremptory Sale of Oil Paintings. Mr. (harles F. Haseltine

Will sell his magnificent and new collection of Oil Pa'ntings at Public Sale, ON THE EVENINGS OF THUESDAY AND FRIDAY, October 27 and 29, at

The Sale will take place at his Galleries, No. 1125 CHESNUT STREET. Where the Paintings are now on FREE EX SISI-BITION. The sale will include Tissot's great Painting of "THE DANCE OF DEATH," and Hue's beautiful Picture of a LADIES' RESTAURANT IN PARIS,

Fauvelet. Schroyer, Pecrus, Van der Venne, Brendeil, Hamon, Koch Van der Veine, Roch Hamon,

[Paubigny, Sistery, Hue,
Worms, A. Weber, P. Weber,
Lanfant de Metz, Dargelas, Baron.
Pasint, Schaefels, Shayer,
Meyerheim, Caille, Lasalle,
W. T. Richards, E. L. Henry, Autray,
Veron, Rene Menard, etc. etc.
Also, eleven Paintings, sold by order of the Assigness of Joseph B. Hildeburn. 18 19 9t SUPERIOR DUTCH F OWER ROOTS.

October 29, at 3 o'clock, at the auction Rooms, Dutch Flower Roots, Hyacinths, etc. 1) 28 2t. Sale No. 1618 North Seventh Street.

Sale No. 1618 North Seventh Second On Monday Morning, October 31, at 10 o'clock, the superior furniture, ingrain carpets, china and glassware, cooking 10 28 3t

VALUABLE REAL ESTATE AND MACHINERS, Steam Engines, Boilers, Lathes, Planers, Drilis, Cranes, Moulding Flasks, Vices, Platform Scales, Tools, Shafting, Patterns, Steam Pipe, Steam Fans, Castings, Wrought and Cast Iron, Etc.
On Monday Morning.
October 31, at 10 o'clock, at the southeast corner of Twenty-second street and Washington avenue, by catalogue, the entire machinery, etc., of "The Vulcan Iron and Brass Works."
Full particulars in catalogues now ready. 10 25 56

Full particulars in catalogues now ready. 10 25 5t

SALE OF REAL ESTATE AND STOCKS, November 1, at 12 o'clock noon, at the Phila-delphia Exchange, will include:— THIRTEENTH (North), No. 531—Genteel Dwelling. WALNUT, No. 1221—Modern Residence. TWENTY-THIRD AND CHERRY, N. E. Corner—Brick

Rectory.
HATERFORD ROAD-Country Site, 4 acres. CHELTEN HILLS, Montgomery County-Elegant Country Seat, 22 acres.
GERMANTOWN AVENUE, No. 2402-Tayern and

HARLAN, north of Huron—2 Lots.
TWENTIETH (North), No. 1949—Modern Residence.
TWENTY-SECOND AND WALNUT, N. E. Corner— Modern Residence.
GREEN LANS-Modern Residence.

Green Lans—Modern Residence.
Filbert, No. 614 to 620—Brick Factory.
Sixth (Scuth), No. 239—Valuable Dwelling.
Roward, No. 2395—Nandern Dwelling.
Emlen, No. 549—Modern Dwelling.
Eighteente (North), No. 628—Modern Residence.
Powelton Avenue, east of Forty-first—Two
Modern Residences.
Green, No. 517—Modern Residence.
Second (North), No. 2539—Store and Dwelling.
Lee, No. 2500—Genteel Dwelling.
Fourth, No. 267 (South)—Modern Residence.
Callowhill, No. 2435—Store and Dwelling.
Tenth (South), No. 1707—Neat Dwelling.
Thirteenth (North), No. 918—Genteel Dwelling.
Wyalusing, Nos. 5305 and 5307—Two Cottages.
Ground Rents—\$44, \$48, and \$36 a year.
Franklin, No. 9108—Genteel Dwelling.
Thirteenth (South), No. 208—Modern Residence. THIRTEENTH (South), No. 208-Modern Residence. STOCKS.

15 shares First National Bank of Camden, N. J. 5 shares Leasington National Bank. 119 shares Northern Liberties Gas Co. 14 shares Commonwealth National Bank. 500 shares Daizell Oil Co. 100 shares McClinteckville Petroleum Co. 55 shares Central Transportation Co. 5 shares American Anti-locrustation Co. pref. \$1300 Lehigh Zinc 7 per cent.

Pew, No. 132 Hely Trinity Church. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1117 Chesnut street.
CLOSING SALE OF SUPERIOR CABINET FURNITURE, FOR ACCOUNT OF THE MANUFACTURERS.

at 10 o'clock, at No. 1117 Chesnut street, Oct. 31, will be sold the balance of the superior furniture, comprising elegant antique parlor suits, in silk, damask, and plush; walnut chamber suits; dining and library suits, in terry and merocco; walnut wardrobes; walnut dining-room and chamber chairs; dressing bureaus; centre and bouquet tables; extension dining tables; hat racks, folding chairs, elageres, etc. 10 28 21 chairs, etageres, etc.

The furniture is now open for examination.

BUNTING, DURBOROW & CO., AUGTIONEERS, Bank Street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS.

October 31, at 10 o'clock, on four months' SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, 10 26 5t

November 1, at 10 o'clock, on four months' credit, LARGE SALE OF BRITISH, FRENCH. GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [10 28 5t November 3, at 10 o'clock, on four months' credit. MARTIN BROTHERS, AUCTIONEERS, - (Lately Salesmen for M. Thomas & Sons.)

No. 704 Chesnut st., rear entrance from Minor. CHANGE OF DAY. Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

TO STATIONERS AND OTHERS. FIFTY DOZEN PORTFOLIOS, TOILET GLASSES, DRESSING CASES, WORK-BOXES, ETC.

On Monday Morning,
Oct. 31, at 11 o'clock, at the auction rooms, 59
dozen portfolios, toilet glasses and other goods,
slightly damaged by water, and to be sold for account of whom it may concern. BY BARRITT & CO., AUCTIONBERS CASH AUCTION HOUSE, No. 280 MARKET Street, corner of Bank-street. Cash advanced on consignments without extra

CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. niture at dwellings.

Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

O S S P H P E N N E Y
AUCTIONEER,
No. 1807 CHESNUT STREET. [6 28 tf OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Leconitre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instroments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

No. 115 TENTH Street, below Chesnut.

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

TOHN FARNUM & CO., COMMISSION MES Co hants and Manufacturers of Consetons Ticking, etc.