-There is in Berlin a woman whose life, so far, might be comprised in a single sentence:-The widow of three cabinet-makers. She has married them all and lost them all within the last eight years, and they were all three killed in battle. In 1864, the first of her husbands fell at the storming of Duppel. She married again in 1865, and her second husband was left on the field of Sadows in 1866. Cabinet-maker No. 3 was killed at the recent battle of Rezonville. Habit is second nature; and probably by this time she is beginning to look around in search of her tourth. But will she find another cabinetmaker brave enough to face the seeming fatality of a marriage with the widow of three defunct members of his craft, who have all died violent deaths?

-To be courteous in time of peace is not hard. To be courteous to an enemy in time of war shows a noble spirit. The Germans have always been rated far below the French in polite and polished bearing; but the general order lately issued commanding all German private soldiers and non-commissioned officers to salute all French officers now held as prisoners by Germany with the same observances due German officers of like rank, shows a height and depth of good breeding to which the French do not seem to have yet attained. Prussian officers are also to salute French officers in the same manner that they salute German officers of the same rank, and in this matter French officers are requested to take the initiative when a meeting occurs.

-Dr. Strauss, in a reply which he has written to M. Renan's letter, says: "When one day our victorious armies shall recross the Rhine to their homesteads, but without many young men who left full of ardor, they will bring us, as the best prize of the victory which could not be too dearly purchased, the impossibility of those who have fought side by side so many battles against a common enemy, and shed their blood for the same cause, ever finding themselves face to face as enemies, or even disunited. The blood of the sons of the North and South will have forever cemented German unity, for, taken in this sense, the saying is true, 'blood is a liquid of peculiar power.'

-The generosity of the German soldiers is illustrated by a recent incident. A soldier of the 60th Regiment, wounded in one foot and the face, was making his way along "the Lindens," in Berlin, with the help of a stick, shortly after the news of the capitulation of Strasburg had arrived. The street was filled with rejoicing crowds, and in a few minutes the wounded warrior found both his hands full of coins, the voluntary offerings of unsolicited sympathizers. He was about to transfer the not unwelcome windfall to his pocket, when his eye fell on one of the receiving-boxes of the Konig Wilhelm Verein, a charitable society for the relief of sick and wounded soldiers. "The other lads shall have a share!" cried the brave fellow, as he poured the contents of his right hand into

—An English journal, comparing the trade between France and England for the month of August with that of the same time last year, says:-"A year ago our import of wine from France amounted in the month to only 268,674 gallons. It rose in August this year to more than double, or 428,805 gallons. In the August of each of the two preceding years we bought of France 168,000 pounds of breadstuffs and 99,000 yards of ribbon. The French sent us this year 214,000 pounds of the former and 124,000 yards of the latter of these articles. But while France has been forced to part with her goods, she has been diminishing her demand for ours. She has taken, for instance, about 3,000,000 pounds in lieu of above 3,500,000 pounds of wool; 1,860,000 yards in lieu of 4,066,000 yards of cotton manufactures; and 44,000 pounds in lieu of 196,000 pounds of cotton varn; and, with certain exceptions, the other articles of her trade show a corresponding diminution."

-The Staatsanzeiger publishes an official summary of the number of sick, wounded, and cured in the German armies since the commencement of the war. The number of sick and wounded registered by the proper department is 54,450. These soldiers were received in 1188 hospital and ambulance reports, forty-eight being military hospitals and ambulances, and the remainder those established by societies and private persons. The convalescents who have returned to their regiments, or have been sent into the interior, number 4597. The wounded who were discharged cured, including a few invalided soldiers, number 3868; 518 wounded and sick have died in the hospitals. The proportions per cent, are-8.44 convalescent, 600 cured, 0.08 invalid, 0.95 deceased.

-A correspondent of the London Times, writing from Berlin on the 1st of October, gives the following account of the works for the defense of Paris: -From the energy displayed it may be expected that by the time the heavy artillery arrives it will be ready. He adds:-The 98 bastions of the main ramparts, each about 400 metres long, are defended by from eight to ten 12-pounders. Gates; and sallyports have guns of heavier ealibre mounted on cast-iron carriages. The total of the guns on the main ramparts is reported at 1226; of the detached forts in front of the main ramparts Charenton has 70 guns; Vincennes, 117; Nogent, 53; Rosny, 56; Noisy-le-Sec, 57; Romainville, 49; Aubervilliers, 66; Fort de l'Est de St. Denis, 52; La Briche de St. Davis, 61: Mont Valerien, 79; Issy, 64; Vanvres, 45; Montrouge, 43; Bicetre, 40; Ivry, 70. These figures include the guns of the outworks attached to the various forts.

LIGHT IN DWELLINGS. - Changes in the construction of buildings intended for the occupation of families are constantly made as science and art indicate improvement; but there is much yet to be done, especially for those who dwell in large cities.

The pale and delicate appearance of many residents of our cities manifests a lack of robust physical health, and the habits of many too plainly show a want of mental vigor. Undoubtedly there are various causes for this sickly condition of the minds and bodies of those who dwell in densely populated places, but it is probable that one of them-and not the least important-is that the inhabitants of cities do not get enough of the health-giving light of the sun.

Observation has shown that in the vegetable, as well as in the animal kingdom, the action of light is essential to many of the operations of nature. Plants which grow in dark places have not the green color which the sun's light gives them, and in the highest order of the animal creation we find that men who sleep a considerable part of the day, and live under gas lights, have not the bronzed complexion which the industrious farmer. who spends his days in open fields, receives from the rays of the sun, nor do they enjoy that vigorous health which men who live in

light possess. Young women generally desire a fair com-plexion; but how fearful is the sacrifice made to secure it! Of the women who dwell in cities, not one in ten grows to mature age in good health, amd what a vast amount of

physical suffering is endured in consequence of the want of it. There can be no real satisfaction in life where health is wanting, and those who sacrifice it at the command of fashion and false notions of delicacy and beauty entail misery upon themselves and their children. Physicians' fees make a considerable item in the expenses of every family, and in a great measure, this augmentation of the cost of living results from ignorance or disregard of the laws of our existence. Glass might be advantageously used to a far greater extent than it now is, with undoubted benefit to the health and convenience of the people, and a profusion of light in dwellings would prove a more effective preventive of dyspepsia, and many of the other "ills which flesh is heir to," than the numerous nostrums sold by

medical charlatans. "Let there be light" was the command of Omnipotence when darkness covered the face of the earth, and we should not ignore the many benefits which this powerful agent, in all the operations of nature, confers upon as.

## OITY ORDINANCES.

R ESOLUTION
Granting Messrs. Jay Cooke & Co. Permission to Erect a Wire and Connect their Banking House with the Central Office of the Police and

Fire alarm Telegraph.

Resolved, By the Select and Common Councils of the city of Philadelphia, That permission be and is hereby granted to Messrs. Jay Cooke & Co. to erect a wire and connect their banking house, No. 114 S. Third street, with the Central Office of the Police and Fire-alarm Telegraph, placing a suitable bell apparatus therein, for the purpose of communicating certain signals to that office: Provided, The work be performed under the direction and remain in charge of the Superintendent of the Department of Police and Fire-alarm Telegraph, and that the said Jay Cooke & Co. pay to the City Treasurer the sum of twenty-five dollars for the use of the city, to pay for the publication of this resolution, and that the said Jay Cooke & Co. shall remove the said wire within ten days after notice shall have been given by the Superintendent of the Police and Fire alarm Telegraph: Provided, That the above shall not be of any expense in any way to the

> LOUIS WAGNER, President of Common Council.

JOHN ECESTEIN. Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this twenty-ninth day of October,

Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX. Mayor of Philadelphia.

R ESOLUTION Granting the Pacific and Atlantic Telegraph Company Permission to Place a Telegraph Wire

on Certain Telegraph Poles. Resolved, By the Select and Common Councils of the City of Philadelphia, That permission be and is hereby granted to the Pacific and Atlantic Telegraph Company to place a telegraph wire on the Police and Fire Alarm Telegraph poles on Market street, from Eighteenth street to Twenty-third street. Provided the work be done under the direction of the Superintendent of the Police and Fire Alarm Telegraph, and that the said Pacific and Atlan-tic Telegraph Company pay to the City Trea-surer the sum of twenty-five dollars for the use of the city, to pay for the publication of this resolution, and that the said Pacific and Atlantic Telegraph Company shall remove the telegraph wire and fixtures within ten days after notice shall have been given by the Superintendent of the Police and Fire Alarm Telegraph.

LOUIS WAUNER. President of Common Council. Attest-JOHN ECKSTEIN,

Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this twenty-ninth day of October Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX, 10 31 1t Mayor of Philadelphia.

R ESOLUTION
Authorizing the Mayor to offer a Reward. Whereas, Fleming M. Ffouts, a citizen of the Tenth ward, while quietly and peaceably returning to his home on Monday evening, Octoher 10th inst., about ten o'clock, was murder-ously attacked without provocation by some person or persons unknown, and dangerously

wounded by a pistol shot: And whereas, Councils deemed it their duty to use every exertion to detect and arrest the wouldbe-assassin, and render the streets and highways of our city safe for every citizen, therefore,

Resolved, By the Select and Common Councils of the city of Philadelphia, That the Mayor be and he is hereby authorized and directed to offer by advertisement a reward of one thousand dollars for the arrest and conviction of the person or persons who shot and wounded Fleming M. Pfouts, at Nineteenth and Race streets, on Monday evening, October 10, 1870.

LOUIS WAGNER, President of Common Council.

ABRAHAM STEWART, Assistant Clerk of Common Council. SAMUEL W. CATTELL. President of Select Council.

Approved this twenty-seventh day of October, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX. Mayor of Philadelphia.

RESOLUTION

To Approve the Sureties of Richard J. blns, Contractor for the Building of a Dobbins, House of Correction.

Resolved, By the Select and Common Councils of the city of Philadelphia, That John Kil-gore, Joseph W. Forsythe, Murrell Dobbins, and William Zeiss be and they are hereby approved as the sureties of Richard J. Dobbins, contractor, for building a house of correction in the Twenty-third ward; and the City Solicitor is hereby instructed to prepare the proper bonds for sald parties to execute and to cause judgments to be entered thereon.

LOUIS WAGNER. President of Common Council.

JOHN ECKSTEIN. Clerk of Common Courcil. SAMUEL W. CATTELL, President of Select Council. Approved this twenty-ninth day of Octo-ber, Anno Domini one thousand eight hundred

and seventy (A. D. 1870).
DANIEL M. FOX, Mayor of Philadelphia.

R ESOLUTION Market Street, Bein Constructing Sewer on Market Street, Be tween Forty-second and Forty-third Streets. Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to pay to George W. Mooney the sum of three hundred and thirty dollars from item 19 of the appropriation to the Department of Highways for eighteen hundred

and seventy, for the construction of the sewer on Market street, between Forty-second and Forty-third streets. LOUIS WAGNER, President of Common Council. Attest\_

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.

8AMUEL W. CATTELL,
President of Select Council.
Approved this twenty-ninth day of October,
Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX.

Mayor of Philadelphia.

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton 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 6:70 A. M. and 2 P. M. for Farmingdale.

At 6:30 A. M. and 2 P. M. for Freehold.

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

At 6:20, 8, and 10 A. M., 12 M., 2, 8:30, 5, 5, 7, and 11:30 P. M. for Bordentown, Florence, Burlinston, Beverly, Delanco, and Riverton.

At 6:36 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 11:80 P. M. for Fish House. The 11 30 P. M. line leaves from Market Street

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

\*\*\*PEOM WEST PHILADELPHIA DMPOT.\*\*

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

The 9-20 A. M., 6-45 and 12 P. M. Lines will run della all others Sundaya avented

The 9-30 A. M., 6-45 and 12 F. M., and daily. All others Sundays excepted. Sunday Lines leave at 9-30 A. M., 6-45 P. M., and

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 At 7:80 A. M., 2:80, and 5 P. M. for Morrisvil At 7 80 and 10.45 A. M., 2.80, 5, and 6 P. M. ()
Schenck's. Eddington, Cornwells, Torresdale, an
Holmesburg Junction.
At 7 A. M., 12.80, 6.15, and 7.20 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 45 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Bullato, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Whikesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaying Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 A. M. for New York, Long Branch, and Intermediate places.
VIA CAMBEN AND BURLINGTON COUNTY BAILBOAD. At 7 and 11 A. M., 1. 230, 3:30, 5, and 6:30 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.

FROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 11 A. M., 8 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberten.
At 7 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cockstown. New Egypt, Hornerstown. Cream Ridge, Imlaystown, Sharon, and Hightstown. Oct. 17, 1870. WM. H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Sleeping-car tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depet.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Mail Train TRAINS LEAVE DEPOT.

Mail Train
Paoll Accommodation, 10 A. M. & 12:50 and 7:10 P. M.
Fast Line
12:30 P. M.
12:30 P. M.
11:00 A. M. Harrisburg Accommodation . 2 30 P.
Lancaster Accommodation . 4 10 P.
Parkesburg Train . 5 50 P.
Cincinnati Express . 8 90 P.
Eric Mail and Pittsburg Express . 10 30 P. Way Passenger . 11-30 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Fittsburg 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 pro-cured and baggage delivered by 5 P. M. at No. 116 Market street.

Market street.
Sunday Train No. 1 leaves Philadelphia at 8-48
A. M.; arrives at Paoli at 9-40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6-40 P. M.; ar-

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.

Cincinnati Express 3 16 A. M.

Philadelphia Express 6 30 A. M.

Rrie Mail 6 30 A. M.

Paoli Accommodat'n, 8 A. M. & 3 30 & 6 40 P. M.

Parkesburg Train 900 A. M.

Fast Line and Buffalo Express 9 35 A. M.

Lancaster Train 11 55 A. M.

Rrie Express 5 5 40 P. M.

Paclific Express 9 40 P. M.

Paclific Express 12 20 P. M.

Harrisburg Accommodation 9 40 P. M. Erie Express
Lock Haven and Elmira Express
Pacific Express
Harrisburg Accommodation

12 20 P.
9 49 P. . 9 40 P. M.

Harrisburg Accommodation . 9 40 P. M.
For turther 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 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.

A. J. CANSATT,

4 29 General Superintendent, Altoona, Pa. PHILADELPHIA AND ERIE RAULROAD 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

Philadelphia:-WESTWARD. MAIL TRAIN leaves Philadelphia 10-20 P. M. Williamsport 500 A. M. arrives at Erie 740 P. M. ERIE EXPRESS leaves Philadelphia 10-50 A. M. Williamsport 8-16 P. M. 725 A. M. ELMIRA MAIL leaves Philadelphia 7-25 A. M. Williamsport 6-00 P. M. arrives at Look Haven 7-20 P. M. BALD EAGLE MAIL leaves Williamsport 7-20 P. M. BALD EAGLE MAIL leaves Williamsport 7-20 P. M. port · · · 1.20 P. M. Haven . - 2.45 P. M. 

ERIE EXPRESS leaves Erie - 900 P.

"Williamsport 8:16 A.

"Williamsport 8:16 A.

"Arrives at Philadelphia 6:30 P.

ELMIRA MAIL leaves Williamsport - 946 A.

arrives at Philadelphia 50 P.

BUFFALO EXP. leaves Williamsport 12 25 A.

"Arrives at Philadelphia 926 A. BALD EAGLE MAIL leaves L. Haven 11:35 A. M.

" arr. Williamsp't 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 Irvincton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

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 CHADD'S FORD AND CHESTER CHEEK
R. H. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and
7 P. M. 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Beltimore.
Trains leaving Philadelphia at 10 A. M. and 4:20 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 & HEADING R. R. 41 RAILROAD LINES.

PEADING RAILROAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, Oct. 31, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

bours:-

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:38 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisbur
Pottsville, Pinegrove, Tamaqua, Sunbury, Wi
Itamsport, Elmira, Rochester, Ningara Falls, Buf
fale, Wilkesbarre, Pitaston, York, Carliele, Chamoersburg, Hagerstown, etc.

The 7-20 A. M. train connects at READING 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 3-30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN AUCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-25 A. M., stopping at intermediate 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
Leave Pottsvific at 5-40 A. M. and 4-20 P. M., and Reading at 7-30 A. M. and 8-35 P. M., stopping at all way stations; arrive in Philadelphia at 10-20 A. M. and 9-26 P. M.
Returning, leaves Philadelphia at 5-15 P. M.; arr Returning, leaves Philadelphia at 5-15 P. M.; ar-rives in Reading at 7-56 P. M., and at Pottsville at

Morning Express trains for Philadelphia loave 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 3:10 P. M., arriving at Philadelphia at

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 passeger car attached, leaves Philadelphia at 12:30 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 ex-

cepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3-15 P. M. Leave Philadelphia
for Reading at 8 A. M.; returning from Reading at
4-25 P. M. These trains connect both ways with Sunday trains on Perklomen and Colebrookdale Railroads. 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 6-20 A. M., 12-45, and 5-16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12 43 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 13:25 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 10:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 8-50 A. M., passing Reading at 7-22 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 8-50 P. M. Sleeping cars accompany these trains through between Jorsey City and Pittsburg without change. Pittsburg without change.

A Medi train for New York leaves Harrisburg at 8:10 A. M. and 2 50 P. M. Mail train for Harrisb burg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M.

Trains leave Pottsville at 6:30 and 11:30 A. M. and 6:50 P. M., returning from Tamaqua at 8:26 A. M., and 1:40 and 4:50 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

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

TICKETS. TICKETS.
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 excursion Tickets from Philadelphia to Reading and intermediate stations, good for one duy 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. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all

points, at reduced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKE'S 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

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

M#1LS 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, 6 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

THE PHILADELPHIA AND BALTIMORE CEN-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

For Port Deposit at 7 A. M. and 4:50 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 Oxford Saturdays only at 2 30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 430 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 Whyterton and Feedling Religious. Wilmington and Feading Railroad.
Trains for Philadelphia leave Port Deposit at 9.25
A. M. and 4.25 P. M., on arrival of trains from Balti-

oxford at 605 A. M., 1025 A. M. and 520 P. M., Sundays at 530 P. M. only.
Chadd's Fordiat 726 A. M., 1128 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.

HENRY WOOD,
General Superintendent. 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).
8-16 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
3-16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
8-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES. PHILASELPHIA, WILMINGTON. AND & ..

DOMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depet, corner of Broad 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 Hartington with Installand Railroad and Maryland and Delaware Railroad, at Hartington with Installand rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

and Stemmer's Run.

Night Express at 11-20 P. M. (Delly), for Baitfmore and Washington, stopping at Chester, Linwood, Cinymont, Wilmington, Newark, Eikton,
North East, Perryville, Havro-de-Grace, Perryman's, and Magrodia.

Passengers for Fortress Monroe and Norfelk will
take the 11-45 A. M. train.

WILMINGTON TRAINS.

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.

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 Falladelphia. The 7-16 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.48 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Conral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

more 7-25 A. M., Way Mail; 9-09 A. M., Express; 2-25 P. M., Express, 1-25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, 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

Through thekets to all points west, South, and Southwest may be procured at ticket office, No. 328 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sieeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
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%, 8%, 4, 4%, 5 06, 5%, 6, 6%, 7, 8, 9, 10 05, 11,
12 P. M.

12 P. M.
Leave Germantown 5, 6.55, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 8, 8%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P.M.
The 8-20 down train, and 2%, 5%, and 5% up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4.05, 7, and 10% P. M. Leave Germantown at 8½ A. M., 1, 2, 6, and 6% P. M.

CHESNUT HILL RAILROAD. I cave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8% 5%, 7, 9, and 11 P. M. Leave Chesaut Hill 7-10, 8, 9-40, and 11-40 A. M.,

1.40, 3.40, 6.40, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and P. M.
Leave Ohesnut Hill at 7.50 A. M., 13.40, 5.40, and Passengers taking the 6.68. FA. M., 61/4 & 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.

Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%,
8, 4%, 6, 5%, 6%, 8°6, 10, and 11% P. M.
Leave Norristown 5%, 6°26, 7, 7%, 8°50, and 11 A.
M., 1%, 6, 1%, 6%, 8°6, 10, and 11% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 6, 7%, 9, and 11°65 A. M., 1%,
8, 4%, 5, 5%, 6%, 8°65, 10, and 11% P. M.
Leave Manayunk 6, 6°55, 7%, 8 10, 9°20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 4, and 7% P. M.
Leave Philadelphia 5 P. M.
Leave Plymouth 6% A. M.
The 7% 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, 9°95 A. M., 6½ & 12 P. M.

Passengers taking the 7, 9:05 A. M., 614 & 12 P. M trains from Ninth and Green streets will make close onnections with the trains for New York at Intersection Station. The SM A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

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

NORTH PENNSYLVANIA RAILROAD— THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EEN PENNSYLVANIA, SOUTHERN AND IN-TERIOR 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:7.00 A. M. (Accommodation) for Fort Washing-

At 7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazieton, Pitteton, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West,

8 25 A. M. (Accommodation) for Doylestown,

9 45 A. M. (Express) for Bethlehem. Easton, Allentown, Mauen Chunk, Williamsport, Wilkesparro,
Pittston, Scranton. Hackettstown, Schooley's
Mountain, and N. J. Central and Morris and Essex Railroads. 11 A. M. (Accommodation) for Fort Washington

1:16, 3:20, and 6:20 P. M., for Abington.
1:46 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chuok, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2:20 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mangel Chunk.

Mauch Chunk. 4:16 P. M. (Mail) for Doylestown. 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

8 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 TRAINS ARRIVE IN PHILADELPHIA FROM Hethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 20 F. M. Doylestown at 8-26 A. M., 4-40 and 7-06 P. M. Lanedale at 7-20 A. M.

Fort Washington at 9 20 and 11 20 A. M., 3 10 and Abington at 2-35, 4-55, and 6-45 P. 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.
And 7-00 P. M.

Doylestown for Philadelphia at 6:30 A. M., Bethlehem for Philadelphia at 6:00 P. M., Fort Washington for Philadelphia at 8:30 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. 103 S. Fifth street.
May 16, 1870.
ELLIS CLARK. Agent.

COAL

COAL PER TON OF 2240 LBS. DELIVERED, LEHIGH, Furnace, \$7'75; Stove, \$8'90; Nut, \$7'96; SCHUYLKILL, Furnace, \$6'75; Stove, \$7'90; Nut, \$6'75; SHAMOKIN, Grate, \$7'25; Stove, \$7'90; Yard, No. 2200 WASHINGTON Avenue. Schoe, No. 228 DOCK Street.

ROTHERMEL & MANNING, LEHIGH AND SCHUYLKILL COAL,

Depot N. E. Corner NINTH and MASTER, Offices, { 43 South THIRD Street, 724 SANSOM "

AUD, FION SALES, M. S. FOURTH STREET, NOS. 139 AND 141

Sale No. 137 N. Eleventh street.

HANDSOME FURNITURE, ELEGANT FRENCH
PLATE MANTEL MIKROR, VALUABLE OIL
PAINTINGS, RICH VELVET, ENGLISH BRUSSELS AND OTHER CARPETS, ETC.

SELS AND OTHER CARPETS, ETC.
On Tuesday Morning,
Nov. 1, at 10 o'clock, by catalogue, the entire
nandsome furniture made by Allen, and in excellent
10 29 21

SALE OF REAL ESTATE AND STOCKS,
November 1, at 12 o'clock noon, at the Philadelphia Exchange, will include:—
THIRTEENTH (North), No. 581—Genteel Dwelling,
WALNUT, No. 1221—Modern Residence.
TWENTY-THIRD AND CHERRY, N. E. Corner—Brick HAVERFORD ROAD-Country Site, 4 acres. CHELTEN HILLS, Montgomery County-Elegant country Seat, 22 acres.

GERMANTOWN AVENUE, No. 2402-Tayorn and HARLAN, north of Huron-2 Lots. TWENTIETH (North), No. 1949-Modern Residence. TWENTY-SECOND AND WALNUT, N. E. CORNET-

Modern Residence. Green Lane-Modern Residence FILBERT, No. 614 to 620—Brick Factory, SIXTH (South), No. 239—Valuable Dwelling, HOWARD, Nos. 2253 and 2227—Modern Dwellings. Enlen, No. 549—Modern Dwelling. Elghreenth (North), No. 628—Modern Residence.

Powerton Avenue, east of Forty-first-Two Iodern Residences. Green, No. 517—Modern Residence. GHEEN, No. 517—Modern Residence.

SECOND (North), No. 2539—Store and Dwelling.

LEE, No. 2850—Genteel Dwelling.

FOURTH, No. 267 (South)—Modern Residence.

CALLOWHILL, No. 2435—Store and Dwelling.

TENTH (South), No. 1707—Neat Dwelling.

THISTERNTH (North), No. 918—Genteel Dwelling.

WYALUSING, NOS. 5305 and 5307—Two Cottages.

GROUND RENTS-\$44, \$48, and \$36 a year.
FRANKLIN, No. ¥108—Genteel Dwelling.
THIRTEENTH (South), No. 208—Modern Residence. STOCKS.
15 shares First National Bank of Camden, N. J. 5 shares Beasington National Bank.
119 shares Northern Liberties Gas Co.
14 shares Commonwealth National Bank.
100 shares Dalzell Oil Co.
100 shares McClintockville Petroleum Co. 55 shares Central Transportation Co. 5 shares American Anti-Incrustation Co. pref.

\$1300 Lehigh Zinc 7 per cent. \$1000 Union Canal 6 per cent. Pew, No. 132 Hely Trinity Church. 7 shares Western National Bank. 10 28 St 24 shares Pennsylvania Steel Co. Catalogues now ready.

Sale on the Premises, No. 1506 Vine street—Estate
of Mrs. Rembrandt Peale, deceased.
RESIDENCE, FURNITURE, VALUABLE OIL
PAINTINGS, DRAWINGS, ENGRAVINGS, ETC. ETC.
On Wednesday morning.
Nov. 2, at 10 o'clock, at No. 1506 Vine street, by

catelogue, the superior mahogany and other house hold forniture. Previous to the sale of furniture will be sold the desirable three-story brick residence. [10 29 2t

STOCK OF FLEGANT CABINET FURNITURE, Manufactured by John A. Henkels,

Manufactured by John A. Henkels,
On Friday Morning.
November 4, at 10 o'clock, at Nos. 1002 and 1004
Arch street, by catalogue. This stock comprises a
full and general assortment of first-class furniture,
in oil, varnish, and ebony finish, manufactured by
Mr. John A. Henkels expressly for his wareroom
sales, and warranted. Sale peremptory, Mr. Henkels
about removing to Thirteenth and Chesnut. 10 29 5t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-UT Street; rear entrance No. 11-7 Sansom street.

Sale at No. 1430 Spruce Street. HOUSEHOLD FURNITURE, ROSEWOOD PIANO-FORTE, ETC. By order of Executors.

By order of Executors.
On Tuesday Morning,
At 10 o'clock, at No. 1430 Spruce street, will be sold the household furniture, comprising rosewood cabinet plano, made by Pieyal, of Paris; Brussels and other carpets; malogany hair-cloth furniture; damesk curtains; rosewood music cases; china and glassware; chamber, dining-room, and kitchen furniture;

niture.

The furniture can be examined at 8 o'clock on the merning of sale.

Sale at No. 1611 Chesnut street.

HANDSOME \*WALNUT FURNITURE; LARGE BRONZE CHANDELIER, 3 Brussels Carputs, Hair and Husk Mattresses, Etc.

On Wednesday Morning, November 2, at No. 1011 Chesnut street, second story, at 11 o'clock, by order of Executor, will be Parior funiture; lounges; Brussels carpets; 4 cor-ner brackets; handsome large bronze chandeller; walnut bed-room furniture; hair mattresses, large gas consuming stove; centre tables; window shades, etc.
The Furniture can be examined after 8 o'clock

on morning of sale. Peremptory Sale at No. 1116 Chesnut street,
FINE SILVER PLATED WARE, IVORY HANDLE TABLE CUTLERY, ETC.
On Wednesday Morning,
At 10 o'clock at No. 1116 Chesnut street, will be

sold a large invoice of fine Siver Plated Ware, com-prising tea sets; waiters; butter dishes; cake baskets; spoon gobiets; dinner and breakfast castors; goblets; spoons; forks; ladles, etc.

Also, an assortment of fine ivory handle table

cutiery. BUNTING, DURBOROW & CO. AUCTIONERRS, Nos. 252 and 234 MAHKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC.
On Tuesday Morning, 10 26 5
November 1, at 10 o'clock, on four months' credit. LARGE SALE OF BRITISH, FRENCH. GERMAN. AND DOMESTIC DRY GOODS. On Thursday Morning,

November 3, at 10 o'clock, on four months' credit. LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC.
On Friday Morning,
November 4. at 11 o'clock, on four months' credit,
about 266 pieces ingrain, Venetian, list, hemp, cot-

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, PEREMPTORY SALE OF A PRIVATE COLLECTION OF MODERN OIL PAINTINGS, HAND-SOMELY FRAMED.

On Thursday Morning, November 3, at the auction rooms. November 3, at the San Auction ERS

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra

LARGE SALE OF BOOTS, SHOES, BALMORALS, UMBRELLAS, HATS, CAPS, ETC. On Thursday Morning, Nov. 3, commencing at 10 o'clock, on two months

FURS, FURS, FURS. Seventh large trade sale of American and imported

On Friday Morning, Nov. 4, at 10 o'clock. ROBES, ROBES. Also, 150 wolf, fox, bear, Angora, buffalo and ther robes.

other robes. CONCERT HALL AUCTION ROOMS, No. 1918
CHESNUT Street
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household fur-

niture at dwellings.
Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs-

day.

For particulars see "Public Ledger."

N. H.—A superior class of furniture at private sale. O S E P H P E N N E Y
AUCTIONEER,
NO. 1307 CHESNUT STREET. [6 28 tf

CITY BAZAAR AND TATTERSALL'S,
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Taursday, commencing at 10 o'clock A. M. No postponement on account of the weather.

Weather.

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Hoises, Carriages, Harness, Etc., to suit the need of all classes of purchasers, constantly on hand.

Carriages taken on Storage.

Superior Stabling for Horses on sale or at livery. Outside Sales solicited and promptly attended to.

Liberal advances made on Horses, Carriages, and Harness.

DOYLE & NICHOLS.

10 19 11