STATE POLITICS.

IRWIN ON QUAY-A SPICY LETTER. General W. W. Irwin has addressed the following spicy letter to the editor of the Bedford Argus:-

Editor Argus:-M. S. Quay, in the last sheet of slander and libel which he publishes, says he did not assist in electing Cameron to the United States Senate, nor did he help in any way (so he says) to defeat Curtin for that position. Now, he might just as well save the paper and ink with which he prints this falsehood, for there is not an intelligent Republican in the Commonwealth, who takes any interest in politics who will believe a word of his statement on this subject. It is not to be expected that a traitor will confess his treason. nor will a man who sells himself for a price admit the sale in his own newspaper.

Bold and brazen-faced as Quay is, he is still not reckless enough to do that. His attempt to hide behind Colonel A. K, McClure's letter of which he speaks in his paper, will not wipe away his guilt, as he supposed it would when he obtained it from that gentleman, who was then in South Carolina, and to whom Quay appealed to save him from the ruin which the exposure of the sale to Cameron was threatening him with. Colonel McClure being a kind-hearted man, wrote such a letter as Quay dictated, but mark me, let Quay proceed with his suit against the Pittsburg Commercial, then Colo nel M. will be put upon the witness stand, and when under oath a very different version of the Curtin sale wil be brought to view by that gentleman's testimony. I know whereof I affirm in this particular. I know, too, what Governor Curtin's opinion of the matter is, for in an interview with him at his house in Philadelphia, about three weeks before his departure for Europe, the whole subject, in the presence of others, was fully discussed; and from the Governor's remarks at the time, I think your little neighbor will never sincerely ask Governor Curtin to testify in his behalf on that matter.

Why does not Quay bring a libel suit against his friend "Bill Kemble," who "blowed" on him for selling out Curtin? Kemble was the one who did the talking to Quay for the Camerons, on the Sunday preceding the organization of the Legislature in 1867. On the Monday following Hon. Alexander Adaire, of Philadelphia, remonstrated with Quay against this political treason; and from his room in the Brady House proceeded to Governor Curtin and informed him that his especial friend, M. E. Quay, had sold him

Quay says he does not propose to defend General Cameron. This is simply said to hoodwink the public. I know, and others know, that he is, and has been, owned by Cameron ever since that treasonable political sale of Andrew G. Curtin in January, 1867, and he is obliged to defend and protect his master, for therein dependeth "his bread and butter,' and it constitutes a part of the consideration for the capital invested in starting the publication of the Beaver Radical, which is a paid Cameron organ. Had Quay failed in having Shurlock returned to the Legislature he would have lost caste with the Cameron ring as a tool and a lobbyist; for that has been his occupation at Harrisburg ever since the Senatorial contest above referred to.

Mr. Editor, I am not a literary writer, nor do I profess to be a composer. I have no newspaper, nor would I stander my neighbors—as the Radical man does—if I had. He mutilates my letters in his newspaper, and charges that I do not write these. I say he lies; and I say, further, that neither the editor of the Argus nor his brother ever saw my letters-recently published-until after they were written and forwarded for publication. If I am neither a fine nor a fancy writer. I at least utter truth, and that is what hurts Mr. Quay. When Mr. Quay and myself were young I labored on a farm, and Quay through the struggles of his poor parentswas kept in school. During this period of our lives, Mr. Quay's father made frequent visits to our farm, and, through the kindness of my good, pious Presbyterian mother. always returned with his baggy well filled with butter, eggs, hams, etc, etc. Of course Quay learned some words of which I am ignorant. But a parrot can be learned to talk.

Quay insinuates that I had better remain at my post in Harrisburg. I will just say, in answer to this, that I am abundantly able to manage the State Treasury, take care of my farm, enjoy the society of my family, look after various matters for my neighbors, and thrash him whenever he again dares to "pop up" his head for office in this county, or in any other way he desires. He says all that is necessary to defeat a man in this county is, that it be known I am for him. "Trot out" Mr. Quay, and we will see whose man goes through, as you said Mackey would.

Where is Rutan? I looked for an affidavit from him in the last Radical, setting forth that the "he didn't tell the agent of the Pennsylvania Railroad Company that he could put him (Rutan) down for anything that company wanted next winter." He did so tell the agent; and since Rutan is notorious for a ready supply either of his own or others' affidavits-indeed, his brains (what is left of them) are full of 'affydavys' ever since he was chief District Attorney of 'Beaver county, as'-I was surprised at not seeing one on this subject, more especially since it may jeopardise his office. How are you, Rutan and Shurlock, the great Republican endorsed of Bea-

ver county ?-Bah! bah! Again, I repeat: -Quay did give his bonds, stocks, etc. etc., as collateral security for money to elect Mackey. I repeat that he so deposited five hundred shares Union City Passenger Railway stock, of Philadelphia; two thousand Pennsylvania Railroad stock; two thousand Bald Eagle Valley stock, and over four thousand dollars of stock of Beaver County National Bank; and that he did borrow on his note, with R. W. Mackey enderser, twenty-five thousand dollars from J. C. Bumbarger, Esq., of Harrisburg, in the State of Pennsylvania; and that he did then and there put that money into a fund to buy the votes of Legislative "scalawags" for "the nomination of Mackey as the Republican candidate for State Treasurer. But, afterwards, Mackey was not elected; M. S. Quay did thereby lose the aforesaid twenty-five thousand dollars; and, consequently, he was obliged—with his note of promise with R. W. Mackey as endorser, and his aforesaid stock collaterals-to raise the money (which he did on Third street, Philadelphia), to take up the note at Bumbarger's. In order, however, to effect the negotiation, Mackey was forced to deposit State funds in the bank of J. C. Bumbarger, against the wishes of his master, Simon Cameron, to the amount of twenty-five thousand dollars, to stand in place of that amount drawn out by Quay, until the same could be refunded from his collaterals and the Mackey-endorsed note-which note of twenty-five thousand dollars is now about due. And further, the fifteen thousand dollars loaned by R. W. Mackey, in the name of M. S. Quay, to George M. Lauman (whisky dealer in Philadelphia), and which M.

S. Quay was obliged to raise on his note with George M. Lauman as endorser (and which note has been protested and is unpaid), is the identical paper on which the title to a certain property came into possession of M. S. Quey, about which he failed to answer in the famous libel suit vs. the editor of the Pittsburg Commercial. When he brought that suit he flourished a Derringer pistol on Fifth street, Pittsburg, declaring that he would "either convict Brigham or shoot him with that!" (flourishing the weapon). Poor fellow, he only succeeded in torturing

I will close for the present, but if Mr. Quay persists in his abuse, I will come down with more and heavier shots. Again I ask, Where is Rutan with his affidavits? W. W. IRWIN.

HUXLEY'S EXPERIENCE AS A SMOKER. -At the recent meeting of the British Association for the Advancement of Science, a paper on the use and abuse of tobacco was called up by Professor Huxley, the President of the association, who gave an amusing account of his experience of smoking. He said he was placed in a rather awkward position with regard to the question of smoking, for for forty years of his life tobacco had been to him a deadly poison. He was brought up as a medical student, and he had every temptation to acquire the art of smoking, but his smoking, after a few puff's, always resulted in his finding himself on the floor. He failed to become a smoker when he was an officer in the navy, and he had for a long time a great antipathy for smokers. But some few years ago he was making a tour through Brittany, when he stayed at an old inn: it was awfully wet and cold without, and a friend of his took to smoking and tempted him to have a cigar. His friend looked so happy, the fire was so warm within the inn. and it was so cold and wet without, that he thought he would try to smoke, and he found himself a changed man. He found that he was in the position of a lamentable pervert (laughter), and his case would illustrate to them the evil of bad associates, although the person who led him astray was most distinguished and a late president of this association. From that day he dated his ruin (laughter), for from that day, whenever smoking was going on, they might be pretty sure that he joined in it. There was a certain substantial kind of satisfaction about smoking if kept in moderation, and he must say this for tobacco, that it was a sweetener and equalizer of the temper. He was glad to state that in his opinion there was nothing worse than excessive smoking; but any one could undertake to destroy himself with green tea or any other article of diet if carried to excess.

THE BABY.—But as for the baby, whatever rudimentary arts he may develop, he does not show the slightest possible glimpse of the development of a moral sense. His notions of sleep are simply inordinate. His times for awakening are the small hours, when all conscientious babies are asleep. He then displays a capacity for yelling which otherwise could hardly be expected from so minute an insect. At other times he reclines, sucking his thumb in dim yearning after a pipe, or doubling his fist in lively anticipation of life's coming struggles. A baby is generally born looking extremely old. One almost begins to speculate whether the Platonic theory of reminiscence may not be true, and whether this alleged baby may not be some extremely old gentleman who has acted rather badly in another sphere of existence, and has another mundane chance given him. Babies look awfully old and wrinkled when they are born. Sometimes they look nir ety, but I have seen them look as young as eight-and-forty. In a few days they throw off the old existence, and are fairly embarked upon this real sea of human life, where they will have rocks and shoals and quicksands er ough before they can come into any sort of haven. And yet there is something maddening about a baby. Boswell is reported to have once said to Dr. Johnson: - "Sir, what would you do if you were shut up in a tower with a baby?" I forget what the response was. "Sir, you are a fool," I should suppose, or something equally laconic and straightforward. The suggestion is an awful one, probably an impossible one; but still the dread idea recurs:-"What would a man do if he were shut up alone with a baby?"-London

	LUMBER.	
1870	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK.	1870
1870 spa	SEASONED CLEAR FINE SEASONED CLEAR PINE CHOICE PATTERN PINE. NISH CEDAR, FOR PATTE RED CEDAR.	10/11
1870	FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK,	1870
1870W	ALNUT BOARDS AND PLA ALNUT BOARDS AND PLA WALNUT BOARDS, WALNUT PLANK.	NE:1870
1870	UNDERTAKERS' LUMBE UNDERTAKERS' LUMBE RED CEDAR. WALNUT AND PINE.	R 1870
1870 we	SEASONED POPLAR. SEASONED CHERRY. ASH, HITE OAK PLANK AND BO HICKORY.	1870 ards,
1870 _s	CIGAR BOX MAKERS' CIGAR BOX MAKERS' PANISH CEDAR BOX BOA FOR SALE LOW.	1870 RDS,
1870	CAROLINA SCANTLING CAROLINA H. T. SILLS NORWAY SCANTLING.	1010
1870	CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER No. 2500 SOL	
YELLO' 4% SPRU	PLANK, ALL THICK IMON PLANK, ALL THICK 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOAR HITE PINE FLOORING BO. W AND SAP PINE FLOORI CE JOIST, ALL SIZES. HEMIOCK JOIST, ALL SIZ ASTERING LATH A SPECH	DS. ARDS. NGS, 1½ and ZES. ALTY,

United States Builders' FIFTEENTH Street, Below Market.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5316m No. 1715 RIDGE Avenue, north of Poplar St.

ESLER & BROTHER, PROPRIETORS.

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts, 19 1 8m A LARGE ASSORTMENT ALWAYS ON HAND.

RAILROAD LINES.

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

to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P.-M., Express, via Camaden 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 Amboy and intermediate stations.

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

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 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 6, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

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

Ferry (upper side),
From west Philadelphia depot,
At 7 and 9 20 A. M., 12 45, 6 45, and 12 P. M., New
York Express Lines, and at 11 20 P. M., Emigran York Express Lines, and at 11 30 P. M., Emigran Line, vis 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 run dally. All others Sundays excepted.

Sunday Lines leave at 9-30 A. M., 6-46 P. M., and 12 night.

FROM RENSINGTON DEPOT. At 7.30 A. M., 2.30, 3.50, and 5, P. M. for Trentom 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.()
Schenek's, Eddington, Cornwells, Torresdale, an
Holmesburg Junction.
At 7 A. M., 12 30, 6 15, and 7 39 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:46 A. M., 12:30, 2:30, 6:15, 6, and 7:30
P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wlikesbarre, 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 leaving Easton for Mauch Chunk, A'llentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate At & P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN BAILROAD At 11 A. M. for New York, Long Branch, and via campen and Burlington county Railroad.
At 7 and 11 A. M., 1, 230, 330, 5, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 230 and 630 P. M. for Lumberton and Medford.

At 7 and 11 A. M. and Sanday Sand

At 7 and 11 A. M., 8 30, 8, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., I and 3.38 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Uream Ridge, Imlaystown, Sharon, and Hightstown.

WM. H. GATZMER, Agent. Oct. 17, 1870. 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 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 Depot.

Sleeping-cer tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-

nut streets, and at the Dopot.
Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, Mail Train TRAINS LEAVE DEPOT.

Mail Train
Paoli Accommodation, 19 A. M. & 12-50 and 7-10 P. M.
Fast Line
Express
11-00 A. M.
Warrisburg Accommodation
12-30 P. M.
Harrisburg Accommodation
11-00 A. M.
Harrisburg Accommodation
11-00 A. M.
11-00 A. M. Fast Line
Fast Line
Eric Express
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train 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.

daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured 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.; ar-

Fram 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.

Philadelphia at 6 10 P. M.

TRAINE ARRIVE AT DEPOT.

Cincinnati Express
Philadelphia Express
6 30 A. M.

Erie Mail
Faoli Accommodat'n, F. A. M. & 3 30 & 6 40 P. M.

900 A. M. rie Express . 5.40 r'. M. ock Haven and Elmira Express . 9.40 P. M.

Lock Haven and Elmira Express 940 P. M.
Pacific Express 1220 P. M.
Harrisburg Accommodation 940 P. M.
For further 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 Fennsylvania 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.

wner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa. PHILADELPHIA AND ERIE RAILEOAD SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West

WESTWARD. WESTWARD.

MAIL TRAIN leaves Philadelphia 10-20 P. M.

Williamsport 8 00 A. M.

ERIE EXPALES leaves Philadelphia 10-60 A. M.

Williamsport 8-15 P. M.

ELMIRI RAIL leaves Philadelphia 7-25 A. M.

ELMIRI RAIL leaves Philadelphia 7-25 A. M.

Williamsport 6-00 P. M.

Arrives at Lock Haven 7-20 P. M.

AIL EAGLE MAIL leaves Williams
port 1-30 P. M.

port - 1.30 P. M. arrives at Lock Haven . 2.45 P. M. BASTWARD, MAIL TRAIN leaves Erie . Williamsport . 9-25 P. arrives at Philadelphia 6-26 A. ERIE EXPRESS leaves Erie - - 9 00 P.
Williamsport 8:16 A.
arrives at Philadelphia 5:30 P. ELMIRA MAIL teaves Williamsport - 9 46 A. arrives at Philadelphia 9 50 P.

BUFFALO EXP. icaves Williamspert 12 26 A.

"Harrisburg - 6 20 A.

"arrives at Philadelphia 9 26 A.

BALD EAGLE MAIL leaves L. Haven 11 36 A.

"arr. Williamspert 12 50 P.

"arr. Williamspert 12 50 P. BALD EAGLE MAIN arr. Williamsp't 12 50 F. 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.

General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

on and siter MONDAY, April 4, 1810, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, 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 CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M. R. R. at 7 A. M., 10 A. M., 230 P. M., 430 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 665 A. M., and leaving Port Deposit at 245 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 44 RAILROAD LINES.

READING RALLROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyktill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

WINTER ARRANGEMENT
Of Passenger Trains, Oct. 31, 1870.

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

MORNING ACCOMMODATION. At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:55 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, Wi liamsport, Elmira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Cham-

persburg, Hagerstown, etc.

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

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Roading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8-40

A. M. Returning, leaves Philadelphia at \$40 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 6-16 P. M. REABING AND POTTSVILLE ACCOMMODATION.

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 9-26 P. M. Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 7 55 P. M., and at Pottsville at

W-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 3.10 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6.85 P. M., arriving in Philadelphia at 9.25 P. M. Market train, with a passegger 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-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 Sunday trains on Perklomen 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 5-15 P. M. PERKIOMEN RALLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:80, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perklomen 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 Sit. Pleasant at NEW YORK EXPRESS FOR PITTSBURG AND

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 Hallroad Express trains for Pittsburg, Chicago, Williamspert, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5-26 A. M. and 8-50 A. M., passing Reading at 7-23 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 5:50 P. M. returning from Tamaging at 8:35 A.

Trains leave Pottsville at 6:30 and 11:30 A. M. and 6:50 P. M., returning from Tamaqua at 8:25 A. M., and 1:40 and 4:50 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8:35 A. M. for Pinegrove and Harrisburg, and at 12:05 noon 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 West

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at 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 milEAGE TICKETS.—Good for 2000 miles, be-tween 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.

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

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the read and its branches at 6 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 ncon, 5 and 7.16 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, 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 Peposit 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 Railroad at 7 A. M., 19 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 Railroad.

Wilmington and Reading 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 6 05 A. M., 10 35 A. M. and 5 30 P. M. Sundays at 5 30 P. M. only.
Chaod's Fordiat 7 26 A. M., 11 58 A. M., 3 55 P. M., and 6 49 P. M. Sundays 6 49 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.

WEST JERSEY BAILROADS.

FALL AND WINTER ARRANGEMENT.

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, Vineland, Millville, and way stations.

11 45 A. M., Woodbury Accommodation.

3-16 P. M., Passenger for Bridgeton, Salem, way stations below Glassboro.

3-80 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.

PHILABELPHIA, WILMINGTON. AND BA.

TIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, 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 Harrington with Junction and Breakwater Railroad, at Scaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Sallsbury with Wicomico and Pocomoke Railroad.

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

Express Train at 4 P. M. (Sundays excepted), for Baitlmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's 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 Magnelia.

Passengers for Fortress Monroe and Norfolk will

Passengers for Fortress Monroe and Norfolk 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

ware Railroad for Harrington and Intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.16 P. M. The 8.10 A. M. train will not stop between Chester and Fniladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamekin Junction with the 7:00 A. M. and 4:80 P. M. trains for Baltimore Con-

ral Ratiroad.
From Baltimore to Philadelphia.—Leave Baltimore 7-26 A. M., Way Mall; 9-96 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

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 Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be severed during the day. Persons surrelying 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

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after WEDNESDAY, November 2, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 8%, 9°05, 10, 11, 12 A.

M. 1, 2, 2%, 3%, 8%, 4°05, 4%, 5°05, 5%, 6, 6%, 7, 8, 9, 10°05, 11, 12 P. M.

Leave Germantown 6, 6°55, 7%, 8, 8°20, 9, 9%, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 4%, 5, 6%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train, and 2%, 8%, and 5% up trains, will not stop on the Gormantown Branch.
ON SUNDAYS. Leave Philadelphia at 914 A. M., 2, 4'08, 7, and

10% P. M. Leave Germantown at 8% A. M., 1, 2, 6, and 9% P. M. CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

1 cave I hiladelphia 6, 8, 10, and 12 A. M., 2 ½, 8 ¾
5 ¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10, 8, 9-10, and 11-40 A. M.,
1-40, 5-40, 6-40, 6-40, and 10-40 P. M.

ON 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, 9 A. M., 614 & 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 73, 9, and 11 05 A. M., 13, 3, 4, 5, 5%, 64, 8 05, 10, and 11 \(\frac{11}{2} \) P. M.

Leave Norristown 5 \(\frac{1}{2} \), 6, 7, 73, 8 50, and 11 A.

M., 13, 3, 43, 634, 8, and 93 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 23, 4, and 73 P. M.

Leave Philadelphia 9 A. M., 2/5, 4, and 7/5 P. M. Leave Norristown 7 A. M., 1, 6%, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia 6, 7/2, 9, and 11/26 A. M., 1/4, 8, 4, 5, 5/5, 6%, 5/05, 10, and 11/2 P. M. Leave Manayunk 6, 6/55, 7/36, 8 10, 9/20, and 11/2 A. M., 2, 3/4, 6, 6%, 8%, and 10 P. M. ON SUNDAYS.

Leave Philadelphia 8 A. M. 2/4, 4, and 7/2 P. M. Leave Philadelphia 8 A. M. 2/4, 4, and 7/2 P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6% and 6% P. M.
PLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Plymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogae's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Gieen Tree, and Conshohocken.

Passengers taking the 7, 9-05 A. M., 6% & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.
The 8% A. M. 12% and 5 P. M. trains from New York stop at Intersection Station. 5 20 W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILROAD— THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-

THIGH AND WIGHLING VALLETS, NORTHTHIGR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
TOKES OF COMMENT. SUMMER ARKANGEMENT.
Takes effect May 16, 1870.
Sixteen Dally 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, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

WAY for Bullalo, Niagara Falls, Rochester, Cheve-land, Chicago, San Francisco, and all points in the Great West.

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

9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauen Chuuk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Veillreads 11 A. M. (Accommodation) for Fort Washington

1.15, 3.30, and 6.20 P. M., for Abington, 1.45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mananoy City, Wilkes-barre. Pittston, and Hazleton. 2:30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4-16 P. M. (Mail) for Doylestown.

5-00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.80 P. M. (Accommodation) for Fort Washington. The Filth 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 55 A. M.; 2-15, 5-05, and

Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

Abington at 2:36, 4:56, and 6:45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Loylestown at 2:00 P. M.
Philadelphia for Fort Washington at 8:30 A. M.

Doylestown for Philadelphia at 6:30 A. M. Eathlehem for Philadelphia at 4:00 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. 105 S. Fifth street.
May 16, 1870.
Ellis Clark, Agent.

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, 85 75; SHAMOKIN, Grate, \$7 25; Stove, \$7 30, Nut, \$6 25. Yard, No. 2200 WASHINGTON Avenue. Office, No. 228 DOCK Street. 8 20rp tr

ROTHERMEL & MANNING. LEHIGH AND SCHUYLKILL COAL,

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

AUD FION SALES, M. THOMAS & BONS, NOS, 189 AND 141

Sale on the Premises, No. 1801 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. 1806 Vine street, by
catalogue, the superior mahogany and other household forniture.

old forniture.

Provious to the sale of furniture will be sold the desirable three-story brick residence. [10 29 2t

Extensive Sale at the Auction Rooms, SUPERIOR HOUSEHOLD FURNITURE, FIVE ROSEWOOD PIANOS, French Plate Mantel and Pier Mirrors, Four Fire-proof Safes, Fine Mattresses and Bedding, China and Glassware, Walnut Office Furniture, Fine Lace Cutains, Oil Paintings, Show Cases, Stoves, School Desks, Fine Velvet, Brussels, and other Carpets, etc. On Thursday Morning,

On Thursday Morning,
November 3, at 9 o'clock, about 1200 lots superior
household furniture, comprising a general assort-Also, about 3000 yards fine velvet, Brussels, and other carpets. Also, four superior fire-proof safes, made by Evans & Watson and Farrel & Herring.
Also, five resewood piano-fortes, male by Scho-

maker and others. ELEGANT FURNITURE. Also, the entire elegant furniture of a gendeman declining nonsekeeping, made to order by Vollmer, comprising two elegant wainut parior suits, four wainut chamber suits, three wainut wardrobes, three wainut sideboards, walnut extension and centretables, fine mattresses and bedding, fine clocks

paintings, carpets, etc. STOCK OF RLEGANT CABINET FURNITURE,

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 warcroom 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 Chos-UT Street: rear entrance No. 11-7 Sansom street.

Sale at No. 1011 Chesnut street.

HANDSOME WALNUT FURNITURE; LARGE BRONZE CHANDELIER, 3 Brussels Carpets,

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
cold, the furniture of three rooms, comprising— Parlor funiture: lounges; 3 Brussels carpets; 4 cor-ner brackets; handsome large bronze chandelier; walnut bed-room furniture; hair mattresses, large eas consuming stove; centre tables; window The Furniture can be examined after 8 o'clock on morning of sale.

Peremptory Sale at No. 1110 Chesnut street.
FINE SILVER PLATED WARE, IVORY HANDLE TABLE CUTLERY, ETC.
On Wednesday Morning,
At 10 o'clock at No. 1110 Chesnut street, will be

sold a large invoice of fine Siver Plated Ware, com-prising to a sets; waiters; butter dishes; cake bastets; spoon gobiets; dinner and breakfast castors; oblets; spoons; forks; ladles, etc. Also, an assortment of fine ivory handle table

Sale at No. 1109 Market street.

STOCK OF CABINET FURNITURE, FURNITURE CAR, WAGON, FIREPROOF, Etc.
On Thursday Morning,
At 10 o'clock, at No. 1109 Market street, will be sold, the balance of the Stock of a Cabinetmaker declining business, comprising a general assortment of Cabinet Furniture. of Cabinet Furniture.

Catalogues can be had and the furniture can be examined any time previous to the sale.

WAGONS, FIREPROOF, CHEST, HARNES*, Etc., at 12 o'clock, will be sold, the furniture wagon and harness; also, light wagon and harness, nearly new; also, a Farrel & Herring fireproof chest. 11120 BUNTING, DURBOROW & CO, AUCTIONRERS, Nos. 232 and 234 MARKET street, corner of

Ban's street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [16 28 5 November 3, at 16 o'clock, on four months' credit.

ALSO, 4000 I OZEN GLOVES AND HOSIERY. Including full lines gents', ladies', and children's ous, of a well-known importation, to be sold without reserve.

LARGE SALE OF CARPETINGS, OH CLOTHS, ETC. ETC.
On Friday Morning,
November 4. at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cot-

tage, and rag carpetings, etc.
Also, 2600 pounds colored carpet warp.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
November 7, at 10 o'clock, on four months' MARTIN BROTHERS, AUCTIONEERS.— (Lately Saleamen 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 COLLEC-TION OF MODERN OIL PAINTINGS, HAND-SOMELY FRAMED.

On Thursday Morning. 10 31 3t November 3, at the auction rooms. BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,

No. 230 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 welf, fox, bear, Angera, buffalo and other robes.

CONCERT HALL AUCTION ROOMS, No. 1915 CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms,

No. 1919 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale J O S B F H P B N N E Y
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 88 ti

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

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-

chasers, 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
larness.

DOYLE & NICHOLS, Auctioneers.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-size inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Storest.)

TOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Consutors Ticking, etc.