BLONDES.

It is an undoubted fact that the fashion for golden, yellow, and light auburn hair was imported into this country (England) from Paris, where it was set by ladies of a class whose very existence would have been ignored not only by our grandmothers and great-grandmothers, but by the bevy of beauties who attended the first drawing-room of Queen Victoria. And yet it might be traced far back to a classic, romantic, pictorial, or poetic source; it was equally irresistible in Rome whem Rome was the mistress of the world, and in Venice when Venice was the recognized Queen of the Adriatic: we find it illustrated or recorded by the pens of Ovid and Catullus, and the pencils of Titian and Giorgione. The Chloes, Pyrrhas and Cynthias, as well as the Lauras, Lucretias and Leonoras, were blondes; and the manner in which they acquired or increased their indispensable attractiveness in this respect has supplied materials for many a curious chapter in the history of morals and manners.

When the Abbe de Bernis arrived at

Venice to fulfill his functions as ambassador, he immediately set about looking and inquiring for the famous blondes, so warmly and variously tinted, of the Venetian school of painters from Carpaccio downwards, a type differing widely from what passes under the designation of "fair" in this country. Judg-ing from the portraits and historical masterpieces of this school, he expected to find Venice a vast paradise of blondes, from the lightest shade of gold or flaxen to those little removed from auburn, chesnut, or red. To his ineffable disappointment and surprise, he found living blondes as rare as gardens and flowers at Venice; and instead of them he was everywhere encountered by brunettes, with glossy ebon tresses and complexions embrowned and enriched by their sun. "In vain," says M. Fenillet de Conenes, "did he frequent the popular fairs of the parishes; in vain did he attend with the discriminating glance of a connoisseur those exciting religious solemnities, those fetes, which roused the whole population, and brought forth from the old quarters of Castello and Camareggio these types, preserved as it were under glass, of antique Venice-

no Lavinia, neither in the churches, nor in the circles, nor under the mysteries of the gondola, nor in the Place St. Marc, where beauty manifested itself in the good old time as a traditional product of the sun. Hardly anywhere a living sample of those ancient masses of yellow hair (flavescentes) with which every one of the women of the 'Supper' of Paul Veronese (now in the Louvre) was adorned, as well as the other feminine creations of the master." The same lively writer, whom we have

rather paraphrased than translated, goes on to ask whether this seeming change or transformation was owing to an exceptional caprice of nature. "No, assuredly; the cause must be sought in the variations of fashion in which women delight, in their levity and mutability—'Varium et mutabile semper.' In the sixteenth century those who were not naturally blondes became so artificially. The Venetian painters of the period did no more than reproduce what they had constantly before their eyes." The general agreement among them to paint only blondes is a sufficient proof that in this country of brunettes there were no longer brunettes. To be blonde had become an art; and what at first, under Carpaccio, at the end of the fifteenth century, was still but a caprice of coquetry, had become later, under Titian and Paul Veronese, the dream and the necessity of the generality of Venetian women. "Every traveller learned in art, arriving for the first time at Venice, must have felt the same surprise as the Abbe de Bernis. We surselves, Venetians, in order to explain for you the past in comparison with the present, were naturally led to the study of the origin, the means, and the results of this episode in our manners: and the documents, the evidences of all sorts that we then collected on this subject are calculated, we think, especially at this time, to interest public curiosity in France"-and we might well add in England, where the fashion has been revived in its most extravagant and mischievous form, to the terror of husbands and fathers, whose purses are laid under heavy contribution to pay for what offends their notions of pro-

priety and their taste. A single extract from the many curious books cited to throw light on this topic will suffice to show how the dames of Venice set to work to acquire the coveted attraction. and what dangers they incurred, what privations they endured in the attainment of it. The Strasburg goose, fastened to the floor before the fire to enlarge its liver, affords the closest parallel to the fair, or would-be fair, Venetian, with her dripping head exposed to the sun, as Cesare Vecellio, writing in 1589, pictures her: - "The houses of Venice are commonly crowned with little constructions in wood, resembling a turret without a roof. On the ground these lodges or boxes are formed of masonry, floored like what are called terazzi at Florence and Naples, and covered with a cement of sand and lime to protect them from the rain. It is in these that the Venetian women may be seen as often, and, indeed, oftener than in their chambers: it is there that, with their heads exposed to the full ardor of the sun during whole days, they strain every nerve to augment their charms, as if they needed it, as if the constant use of so many methods known to all did not expose their natural beauty to pass for no better than artificial. During the hours when the sun darts its most vertical and scorching rays they repair to these boxes and condemn themselves to broil in them unattended. Seated there, they keep on wetting their hair with a sponge dipped in some clixir of youth prepared with their own hands or purchased. They moisten their hair afresh as fast as it is dried by the sun, and it is by the unceasing renewal of this operation that they become what you see them, blondes.

CHARLIE SING. -The correspondent of the Boston Advertiser gives this description of the leading Chinaman at Mr. Sampson's shoe shop in North Adams:-

This young man is a living example of the elastic capability of his race. He came to California eight years ago. He served his contract time faithfully as a house servant. He has kept a store several years in Nevada. He is a partner in one of the large houses of San Francisco. He keeps the most complicated accounts with entire ease, and carries on a very extensive correspondence with the other side of the world. He rules his little flock with pleasant words and a constant smile, and never has any trouble. He attends to their commissariat, and keeps the run of the market. He seems entirely content with his \$60 a month and his rice and tea diet. He already knows every detail of practical shoemaking, and can show his men the right way whenever they make a blunder. He is as unassuming as the President, and was never known to be in a hurry.

SCENES IN JAPAN.

A street called the Tokedia is the Broadway of Yeddo. It is twenty miles long, and very much crowded. But there is a vast difference in the appearance of the two thoroughfares. There are no vehicles in use in Japan, and the pavements extend from one side of the street to the other. No provision is made for the passage of carriages, omnibuses or wagons, for there are none in existence, and persons on foot take possession of the whole highway. The entire metropolis is built of wood, and one dwelling is a representation of all.

A Japanese house at the first glance resembles a child's toy house on a large scale. The floor is raised about two feet above the earth, and there is a covered porch in front resting upon the bare ground. After entering the porch you step into the house, always leaving your shoes behind you. It is considered a very great breach of propriety to enter a dwelling without removing one's boots. As they wear only sandals, covered with a leathern thong, which they can shuffle on or off in an instant, this custom is of but little moment to the natives, but foreigners find it a very troublesome one. The porch answers as a depository for shees, and in passing a house, the number of visitors may be known by counting the number of pairs of sandals on the porch.

When the walls of a house are up it consists of but one large room, which is then cut up by partitions, which are nothing more than sliding screens that close up each other in a fashion that admits of one apartment being divided into a dozen distinct ones instantly. There are no chimneys attached to the houses, and they contain no beds, chairs, or tables. The floors are covered with a series of clean bamboo mats or cushions, each six feet by three, and nicely bound with red and blue tape. They are stuffed with light wool or moss, and are as soft and vielding to pressure as the heaviest Brussels velvet. These mats fit in with each other as regularly as the squares on a chess board, and the whole floor is kept as clean and is dusted as often as the mahogany sideboard in the house of a Dutch burgher. No fleck of dirt is ever allowed to rest upon the polished surface of the matting, and to step upon it with a pair of boots would be a greater insult than to make a footstool of a seven hundred dollar piano. The family sit upon the matting all day with their legs bent under them, in a shape that would give any foreigner incurable paralysis in fifteen minutes, and they sleep upon it at night. A Japanese pillow is a curiosity in its way. It is nothing but a rocker of a cradle, broad enough to stand alone, with a semi-circular depression on the upper side. The Japanese lie full length on the floor, place not their head but their neck in the crescent-shaped hollow on the upper side of the pillow, and rock themselves to sleep in a few minutes.

SEVENTEEN HUNDRED YEARS IN THE OVEN .-One house adjacent had evidently been in a state of repair when the volcanic storm buried it. Painters, and decorators, and cleaners were masters of the situation. The household gods were all in disorder, and the family, if not out of town, must have been undergoing that condition of misery which spring-cleanings and other like inflictions inevitably entail. Painters' pots and brushes and workmen's tools were scattered about. Tell-tale spots of whitewash starred wall and floor. Such domestic implements as pots and kettles had been bundled up in a corner all by themselves, and the cook was nowhere. Dinner, however, had not been forgotten. A solitary pot stood simmering (if it ever did simmer) on the stove. And (start not, for it is true) there was a bronze dish in waiting before the oven, and on the dish a sucking pig, all ready to be baked. But the oven was already engaged with its full complement of bread. So the sucking pig had to wait. And it never entered the oven, and the loaves were never taken out till after a sojourn of 1700 years! They have been cooking ever since the 2d of November A. D. 79. M. Fiorelli has them now, in his museum at Pompeii, twenty-one of them, rather hard, of course, and black, but perfectly preserved .- Leisure Hours.

FINE WRITING .- In the first number of a weekly paper called the Expositor, published some years ago, occurred the following sentence, which is respectfully submitted for analysis:-"Letharic morbidness had stolen into the calm and azure depths of our unruffled soul, and we were gradually imbibing the 'sweet oblivious antidote,' utterly forgetful of every ambitious scheme and rating care, when in one of those semilucid intervals, of which the wakeful faculty of consciousness tries in vain to stir up the embers of application, the right pupil of our eye, after having contracted itself into every variety of con-tortion, in order to exclude the light of a dull lamp, which was burning dimly before us, rested itself placidly and without effort upon the features of one of the heaventiest cherubs that ever shot radiance with its joyinspiring smiles into the dark council chambers of the heart of man.

RAILROAD LINES.

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

On and after WEDNESDAY, November 2, 1870, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 8, 9, 905, 10, 11, 12 A.
M., 1, 2, 2%, 3%, 8%, 4.05, 4%, 5.05, 5%, 6, 6)6, 7, 8, 9, 10.05, 11, 12 P. M. Leave Germantown 5, 6:55, 7½, 8, 8:20, 8, 9½, 10, 11, 12 A. M., 1, 2, 3, 8½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11

The 8-20 and 9% 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, 4-05, 7, and Leave Germantown at 81/4 A. M., 1, 8, 6, and 9% OHESNUT HILL RAILROAD.

Chesnut Hill Rail Road.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8½
5½, 7, 9, and 11 P. M.

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

ON SUNDAYS.

Leave Chesnut Hill at 7·50 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 6·40, and

Passengers taking the 0.55, S A. M., 61/4 & 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, 7½, 9, and 11 06 A. M., 1½, 8, 4, 5, 5½, 8½, 806, 10, and 11½ P. M.

Leave Nerristown 5½, 625, 7, 7½, 850, and 11 A.

M., 1½, 8, 4½, 6½, 8, and 9½ P. M.

ON SUNDAYS.

M., 1½, 8, 4½, 5½, 6, 8 and 7½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½,

8, 4, 5, 5½, 6½, 8:05, 10, and 11½ P. M.

Leave Manayunk 6, 6:65, 7½, 8:10, 9:20, and 11½

A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

UN SUNDAYS.

Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.

Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.

PLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Phymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane.

Passengers taking the 7, 9-05 A. M., 61/2 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8% A. M. 1214 and 5 P. M. trains from New York stop at Intersection Station. 6 20 W. S. WILSON, General Sup't.

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 WHARY.

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 Amboy and intermediate stations.

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

At 8:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:39, and 5 P. M. for Trenten.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 8, 7, and 11:30 P. M. for Hordentown, Florence, Burlington, 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, Hiverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 5, 7, and 11:30 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).

Floom 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, Cornwelle, Torresdate, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Bridesburg, and Frankford. The 9-30 A. M., 6-45 and 12 P. M. Lines will run The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9-30 A. M., 6-45 P. M., and

PROM RENSINGTON DEPOT. At 7-30 A. M., 2-30, 3-30, and 5, P. M. for Trantos and Bristol, and at 10-45 A. M. and 6 P. M.f At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil and Tullytown. At 7 80 and 10-48 A. M., 2-80, 5, and 6 P. M.() Schenck's. Eddington, Cornwells, Torresdale, an

Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustle ton, 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 Frankford

VIA BELVIDERE DELAWARE BAILROAD. At 7:80 A. M. fer Niagara Falls, Buffaio, Dun-At 730 A. M. fer Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 350 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 350 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allantown Lattalator. Mauch Chunk, Allentown, Hethlehem, etc.
At 5 P. M. for Lambertville and intermediate

PROM MARKET STREET PERRY (UPPER SIDE), At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAILROAD. At 7 and 11 A. M., 1, 2'30, 3'30, 6, and 6'80 P. M., and on Thursday and Saturday nights at 11'30 P. M. for Merchantsville, Moorestown, Hartford, Diasonville, Hainesport, and Mount Holly. At 7 A. M., 2:30 and 6:30 P. M. for Lumberton and

At 7 and 11 A. M., 8 80, 5, and 6 30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1 and 3:36 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cresm Ridge, Imlaystown, Sharon, and Hightstown

Oct. 17, 1870. WM. H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILRUAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Raircad 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 one square of the Depot.
Sleeping-car tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Chas-nut streets, and at the Depot. 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, 10 A. M. & 12:60 and 7:10 P. M. Cincinnati Express . 8:00 l Erle Mail and Pittsburg Express . 10:30 l 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. 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 procured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8-46

A. M.; arrives at Paoli at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paeli at 7:40 P. M.
Sunday Train No. 1 leaves Paeli at 6:50 A. M.;
arrives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paeli at 4:50 P. M.; arrives at
Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEFOT.

Cincinnati Express . . . 8 10 A. M.

Philadelphia Express . . . 6 30 A. M. Paoli Accommodat'n, was A. M. & 3:30 & 6:40 P. Parkesburg Train 9.00 A. M Fast Line and Buffalo Express . . 9.35 A. M Lancaster Train 11.55 A. M 5.40 P. M. 9.40 P. M. 12-20 P. M. Erle Express Lock Haven and Elmiya Express FEANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE, . 9.40 P. M

Ticket Agent at the Depot.

The Pennsylvania Rallroad 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. OASSATT,

A. J. CASSATT, General Superintendent, Altoona, Pa. PHILADELPHIA AND ERIE RAILROAD SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains en the Philadelphia and Erie Railroad run as follows from Fennsylvania Railroad Depot, Wesi Philadelphia:--WESTWARD,

MAIL TRAIN leaves Philadelphia 10-26 P. M. Williamsport 800 A. M. Williamsport 6.00 P. M. arrives at Lock Haven 7-20 P. M. / 11 EAGLE MAIL leaves Williams. port - arrives at Lock · 1.80 P. M. Haven - - 2.45 P. M. KASTWARD. MAIL TRAIN leaves Erie - 8:50 A. M. Williamsport - 9:25 P. M. arrives at Philadelphia 6:26 A. M. arrives at Philadelphia 6.26 A. M.

ERIE EXPRESS leaves Erie - 9.00 P. M.

"Williamsport 8.15 A. M.

"arrives at Philadelphia 6.30 P. M.

ELMIRA MAIL leaves Williamsport - 9.48 A. M.

"arrives at Philadelphia 9.50 P. M.

BUFFALO EXP, leaves Williamsport 12.25 A. M.

"Harrisburg - 5.20 A. M.

"Harrisburg - 5.20 A. M.

BALD EAGLE MAIL leaves L. Haven 11.35 A. M.

"arr. Williamsport 10.50 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 Oreek 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 run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

FOR OXFORD, at 7 A. M. and 4:30 P. M. FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. FOR CHADDE FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 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., leaving Oxford at 6:06 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. E. 44 RAILROAD LINES.

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

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 Read-ing at 6:35 P. M.: arrives in Philadelphia at 8:25 P.M.

MORNING EXPRESS.

At 645 A. M. for Reading, Lebanon, Harrisbur
Pottsville, Pinegrove, Tamaqua, Sunbury, Wi
liamsport, Elmira, Rochester, Niagara Falis, Buf
falo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with 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 FORT CLINTON with Catawissa Railroad trains for Williamport, 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 3:80 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Ratiroad trains for Columbia, etc. 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 4.00 P. arrives in Pottstown at 6-15 P. M.

M.; arrives in Pottstown at 6.15 P. M.
READING AND POTTSVILLE ACCOMMODA
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 925 P. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at

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 ottsville at 3.10 P. M., arriving at Philadelphia at

7:00 P. M.
Harrisburg Accommodation leaves Reading at 7:16 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6:36 P. M., arriving in Philadelphia at 9:26 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., compacting at Reading with accommodation trains. connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run dally, Sundays ex-

cepted.
Sunday trains leave Fottsville 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 day trains on Perkiomen 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 5-15 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:80 A. M.,

12:50, and 5:15 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.

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 11:26 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leeve New York at 9-09 A. M. and 5-00 P. M., passing Reading at 145 and 19-05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Radicad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train loaves Harrisburg on

Acturning Express than loaves Harrisburg at arrival of Fennsylvania Express from Pittsburg at 5:55 A. M. and 5:50 A. M., passing Reading at 7:23 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 Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrishnrg 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. Trains leave Pottsville at 6:30 and 11:30 A. M. and 4:50 P. M., returning from Tamaqua at 8:35 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 Brookside, returning from Harrisburg at 3:45 P. M., and from Trement at 6:25 A. M. and 8:05 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 frains, 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, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Roading.
COMMUTATION TICKETS.—At 26 per cent.

ount, between any points desired, for families 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. OLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

and wives to 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 MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4 35 A. M., 12 30 noen, 5 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. 226 S. FOURTH Street, or at the Depot Depot, THIRTEENTH and CALLOW-

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows: Leave Philadelphia from depot f P. W. & B. R. R., corner Broad street and Wash

gton 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 Railroad at 7A. 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 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. Chadd's Fordat 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 RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 10, 1870. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:—From foot of Market street (upper fet zy).

8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinelane, Miliville, and way stations.

11 45 A. M., Weodbury Accommodation.

3-16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3-30 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. PHILABELPHIA, WILMINGTON. AND BAL-

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 Bultimore, stopping at all regular stations.

Connecting at Wilmington with Delaware Railroad Line. at Clayton with Smyron Branch Bultrand. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyras Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junctien 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-

road.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere 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 the contract of Washington, stopping at Chester. Express Train at 4 P. M. (Sundays exceptions of Baitimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, New-Stanton, Newark, Elkton, North Rast, port, Stanton, Newark, Elkton, North Rast, Charlestown, Perryville, Havro-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's deen, Ferryman's, Edgewoed, Magnolia, 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, Ferryman's, and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

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

stations.

Leave Wilmington 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 Paily; 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 stations. 60 A. M. and 4 30 P. M. trains for Baltimore Cen-

From Baltimore to Philadelphia.—Leave Balti-more 726 A. M., Way Mall; 900 A. M., Express; 226 P. M., Express; 52 P. M., Express, SUNDAY THAIN FROM BALTIMORB. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolla, Perryuan's, Aberdeen, Havre-de-Grace, Per-ryville, 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 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 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.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
RUCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
TRACE SHOOT MAY 18, 1879.

Takes effect May 18, 1870.
Sixteen Daily Trains leave Passenger Depot. torner of Berks and American streets (Sundays excepted), as follows:-- 7:00 A. Ed. (Accommodation) for Fort Washing-

At 35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-

Waverley, and inconnection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-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 Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essox Religency. 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, Wilkesbarre, Pittston, and Hazleton.
2 30 P. M. (Accommodation) for Doylestown. At 3.20 P. Ni. (Bethlehem Accommodation) for Bethlehem, Easton, Allentowa, Coplay, and

Mauch Chunk. 4.15 P. M. (Mail) for Doylestown. for Bethlehem, Easton, Allentown, and Mauch Chunk. 8:00 and 11:20 P. M. (Accommodation) for Lansdale.

Washington.
The Fitth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the 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. Langdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 8:10 and Abington at 2.85, 4.55, and 6.45 P. M.

Abington at 236, 435, and 6 45 F. 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. and 7:00 P. M. Doylestown for Philadelphia at 6:80 A. M.

Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. 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.

YEW 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 Afternooon from each end of the route. THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF 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 645 A. M. Accommodation and 430 P. M. Express.

press.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7:09 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETIT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guidea."

WEST 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,
6.15, and 11.20 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 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 From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:56 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 Stations.
ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and W. C. WHEELER, Superintendent.

ROOFING.

R This Roofing is adapted to all buildings. In can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
old Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and furniture
while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon: the best and cheapest in the
market. W. A. WELTON, No. 711 N. NINTH St., above Coates,

AUD FION BALES,

M THOMAS & SONS, AUCTIONEERS, NOS. SUPERIOR DUTCH FLOWER ROOTS.
On Saturday Afternoon,
November 5, at 3 o'clook, at the Auction Reoma,
superior Dutch Flower Roots, Hyacintha, etc. 41

Executor's Sale, No. 24 North seventh street, SUPERIOR MAHUGANY AND OTHER FURNI-TURE: BRUSSELS, INGRAIN AND OTHER CARLETS ETG. CARPETS, ETC.

On Monday Morning,
Nov. 7th, at 10 o'clock, by catalogue, the superior mahogany and other household furniture. 11 3 21

SALE OF REAL ESTATE AND STOCKS November 8, at 12 o'clock noon, at the Philadelphia Exchange, will include:

ELEVENTH (North), No. 38—Modern Residence,
FRONT AND LOWEARD, N. E. Corner—Warehouse
Site; large Lot, 213 feet by 130; 3 valuable fronts.
FRONT (South), No. 238—Stores and Brick Building, No. 125 Dock street.

No. 125 Dock street. WALNUT, east of Fifty-third—Building Lot. THETY-FIRST, LOCUST, AND RIVER SCHUYLKILL.—
Brick Bulldings, Engine, Machinery, and large Lot,
known as the "Union Car Manufacturing Company.
THISTIETH AND SPRUCE—Large and valuable Lot.
LOCUST, No. 1811—Elegant Brown Stone Resi-

JUNIFER, No. 254—Stable and Coach House.

ELEVENTH (North), No. 560—Desirable Dwelling.

WALNUT, No. 723—Brick Residence.

FRANKLIN, No. 965—Modern Residence.

WALNUT, No. 2007—Elegant Hesidence.

SECOND (North), No. 318—store and large Lot.

TENTH (North), No. 124—Valuable Residence.

FITERNTH (No. 1326)—Modern Residence.

FITERNTH (No. 1326)—Third—Scots' Presbyterian

Thurch. Church.

GERMANTOWN Railroad and Reading Railroad-16 Wellings and building lots, TWELFTH (South), No. 114—Store and Dwelling. VINE, No. 509—Modern Residence. Has all the onveniences. Immediate possession. FORTY-FOURTH AND PINE, S. E. corner-Large and FORTY-FOURTH AND PINE, N. W. corner-Large

and valuable lot.

TENTH (North), No. 1916—Store and Dwelling.

FRONT (North), Nos. 2531 and 2523—New Brick Dwellings.
ASHLAND, Nos. 18 to 30—Seven Brick Dwellings.
ASHLAND, Nos. 18 to 30—Seven Brick Dwellings. ASHLAND, NOS. 21 and 25—Two Brick Dwellings. GROUND RENT, \$41 14 a year, STOCKS.

For account of whom it may concern. \$15,000 Fredericksburg and Gordonsville Railroad first mortgage 7 per cent. gold bonds.

4 shares Pennsylvania Company for Insurance on Lives and Granting Annuities. For other accounts.

5 shares Cooper's Point and Philadelphia Ferry Company.
4 shares Philadelphia and Southern Mail Steamship Company. 24 shares Pennsylvania Steel Company. 14 shares Commonwealth Bank.

918 shares McClintockville Petroleum Co, 500 shares Dalzell Oil Co. 200 shares Green Mountain Coal Co. \$500 bond Fairmount Passenger Railway Co., 7 er cent.

per cent. \$5000 bonds (7 per cent.) Indianapolis, Blooming-ton and Western Railroad (Gold). [11 4 3t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1529 Swayne street (above Coates). HONSEBOLD FURNITURE, CARPETS, BED-DING, CHINA, GLASSWARE, ETC. By Order of Executor.

On Monday Morning,
November 7, at 10 o'clock, at No. 1529 Swayne
street, will be sold the entire parior, chamber,
dining-room, and kitchen furniture, carpets, etc.
The furniture can be examined after 8 o'clock on
morning of sale.

11 4 2t corning of sale.

Bunfing, Ourbohow & Co., Auctienerra, Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Saturday Morning, Nov. 5, at 11 o'clock, on four months' credit, about to pieces ingrain, Venetian, list, hemp, cottage, and

reg carpetings, etc. 2600 pounds colored carpet warp,

LARGE AND ATTRACTIVE SPECIAL SALE OF S00 CARTONS PARIS BONNET AND SASH RIBBONS. Included in our sale MONDAY NEXT, 7th inst., by order of Messrs. Kutter, Luckmyer & Co., importation of Messrs. Soleline Freres, full line cordededge taffetas, all-boiled colored taffetas, black and colored gros grain, colored and black satin, com-plete line all-boiled taffetas, and 100 cartons sask

rithons, richest styles of black and colored Scotch plaid and broche, just landed. Also, black and colored velvets and satins, 11 3 8t LARGE SALE OF FRENCH AND OTHER EU-LOPEAN DRY GOODS, On Monday Morning,

November 7, at 10 o'clock, on four months' SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning,

November 8, at 10 o'clock, on four months' credit. LARGE SALE OF BRITISH, FRENCH, GERMAN. AND DOMESTIC DRY GOODS. On Thursday Morning, [11 4 5t November 10, at 10 o'clock, on four months' credit, MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Mixor.

CHANGE OF DAY. Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

PEREMPTORY SALE OF A LARGE COLLECTION OF CHOICE ENGRAVINGS, EMBRACING MANY CELEBRATED PROOFS,

November 10, at 7% o'clock, at the auction rooms. BY BARRITT & CO., AUCTIONEERS. No. 250 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra CONCERT HALL AUCTION ROOMS, No. 1215
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of househeld fur-

niture at dwellings. sales of furniture at the Auction Rooms. No. 1219 Chesnut street, every Monday and Thurs For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

O 8 B P H P E N N E Y
AUCTIONEER,
No. 1307 CHESNUT STREET. [698 tf CITY BAZAAR AND TATTERSALL'S,

CITY BAZAAR AND TATTERSALLS,
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 weather. Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Harness, Etc., to suit the need of all classes of pur-

Chasers, constantly on hand. Carriages taken on Storage. 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 arness.

DOYLE & NICHOLS,
Augustioneers. Auctioneers.

OUTLERY, ETO.

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the fluest 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. COPYING PRESSES, \$8.00.

Copying Books, 300 pages......\$1 56 Do. do. 1000 do. 2-5

COUNTING HOUSE STATIONERY. WM. H. HOSKINS,

Stationer, Engraver, Envelope, and Blank Book Manufacturer, Steam-Power Printer,

No. 913 ARCH Street.