POLITICAL.

The Late Election.

The following address has been issued by the Union Republican State Central Committee:

COMMITTEE ROOMS, NO. 1105 CHESTNUT STREET, PHILADELPHIA, October 21, 1867.—Explanations of failures are always less agreeable than congratulations upon success. At the same time, the former may be as profitable as the latter, for the uses of adversity are manifold. Regarding the recent defeat of the Republican party as both a political misfortune and a national calamity, a short review of the facts and a few reflections thereon are deemed not out of place. The most diligent and persistent efforts to arouse our friends from apathy, to impress upon them the importance of the contest, the danger of defeat, and the necessity for action to avert it, failed to produce the usual and desired results. The immediate cause of our failure is apparent from the official returns, compared with those of former years:

In 1865 the Republican vote was	238,400
" the Democratic vote was	215,740
Total	454,140
Maj. for Hartranft, Auditor-General	22,660
In 1866 the Republican vote was	307,274
" the Democratic vote was	290,096
Total	597,370
Majority for Governor Geary	17,168
In 1867 the Republican vote was	266,824
" the Democratic vote was	267,746
Total	534,570
Majority for Sharswood	922

It thus appears that the total vote cast in 1866 exceeded that of 1865, 143,330; and that the total vote of 1867 falls short of the vote of 1866, 62,800.

On an examination of the details it further appears that the decrease this year is 40,710 on the Republican vote of 1866, and a decrease of only 22,090 on the Democratic vote of 1866—or, in other words, there were over 18,000 more Republicans who did not go to the polls at the last election than there were Democrats. There are eight counties in the State, viz.: Allegheny, Bradford, Crawford, Erie, Lancaster, Philadelphia, Schuylkill and York, in every one of which more Republican voters remained at home than were required to elect Judge Williams; and in both Allegheny and Philadelphia there were more than four times as many absentees as were needed to give us the State. In no county except Philadelphia and Forest (the latter by change of boundary line) did either party increase the vote of last year.

It is hoped these plain figures will teach Republicans the simple but important lesson that a mere numerical majority of voters will not carry an election unless they are at the polls and vote on election day. General apathy, caused by an apparent failure to appreciate the importance of the contest, is the primary cause of our defeat. Besides this, we had local difficulties and side issues to contend against, sufficient of themselves to destroy us. We lost votes in many places by reason of the legislation of last session, and on the apprehension of negro suffrage; and in Philadelphia on the questions of city taxation, and what is known as the Sunday car question, and by sundry frauds. And worse than all these, our friends there nominated a ticket for city officers not acceptable to our people, mainly because it had no soldiers upon it. The soldiers themselves, to their credit be it recorded, stood up manfully to their principles, and voted with us as heretofore. But large numbers of their friends would not support the ticket; and in every Republican precinct in the city there were from fifteen to one hundred and fifty of our friends who refused to vote. Thus we lost Philadelphia, and consequently the State.

The defeat of so worthy a candidate as Henry W. Williams is a humiliation to which our friends who stayed at home should not have subjected us. They have been unfaithful to the great principles for which we have struggled and suffered together during the last six years, and they have imposed upon us additional labors and trials for the future, which a proper discharge of duty now would have averted.

But, let us "never despair of the republic." Reconstruction, on the basis of universal liberty and impartial justice, must yet be accomplished; and there can be no doubt the Union Republican party is as strong to-day on all great national issues, and as determined to accomplish its mission, as at any time during the last six years. Our duty is plain, and is well stated in a recent private letter from our standard-bearer in the late contest, as follows: "Instead of being dispirited, we should gird up our loins and burnish our armor for next year's Presidential contest, and make such use of this defeat as to secure a decisive and overwhelming victory."

Many thanks to those who so nobly did their duty in the late canvass; and to those who did not, the earnest hope is indulged that they will make ample amends hereafter.

By order of the Committee.

F. JORDAN, Chairman.

GEO. W. HAMERSLY, J. ROBLEY DUNGLISON, } Secretaries.

The Virginia Election.

WASHINGTON, October 23.—A telegraphic despatch received at Richmond yesterday, from Lynchburg, says: "The election in this city progressed quietly to-day until three o'clock, when an affray occurred that caused a great deal of excitement. Ned Horton, colored, who voted the Conservative ticket, was assaulted by the Radical negroes, who were enraged by the vote he gave. Horton fled, but was overtaken at the market-house by his pursuers, who, threatening his life commenced a violent attack upon him. Horton drew a revolver and fired five times upon them, wounding three, one of them mortally. The military arriving at this time, dispersed the crowd and took Horton under arrest and protection. The negroes voted en masse for the extreme Radical ticket.

ALEXANDRIA, Oct. 23.—Lewis, the Conservative candidate, has been elected to the Convention over Baldwin, Radical, in Prince William, by 161 majority.

Mosby, Conservative, is elected to the Convention over John Minor Botts, Radical, in Culpepper, by 62 majority.

Stafford county gives 340 majority against the Convention.

Fredericksburg gives 126 majority against the Convention.

Warrenton gives 60 Radical majority, though Fauquier county is supposed to have gone for the Conservatives.

Fairfax gives a Radical majority of 100.

London gives 72 Conservative majority.

RICHMOND, Oct. 23d.—The second day of the election in this city upon the question of calling a Convention, and for delegates to the same, passed without any disturbance. The Radicals and Conservatives were actively employed all day in bringing voters to the polls. After the announcement of the result of the first day, the Conservatives were much encouraged, and are still confident that the victory is theirs. Many of the negroes had forgotten the names given when they were registered, and many more have left the city since the registration. The polls closed to-night, with a white majority of 521. It is estimated that there are the same number of Radical whites and Conservative blacks in the city.

The vote upon the question of calling a Convention cannot yet be ascertained, but five-tenths of the whites voted against it. At the solicitation of the Radicals, Gen. Schofield has ordered the polls to be opened in three wards again to-morrow, and much dissatisfaction exists among the Conservatives in consequence. The military were on duty all day, but their services were not called for by the police. The returns from the counties indicate that the blacks have voted en masse for the Radicals, and in favor of a Convention. The line between the blacks and whites is distinctly drawn. Nelson county gives 1,148 for and 590 against a Convention. Harris, Radical, 1,124; C. F. Smith, Conservative, 592; W. C. Carrington, Independent, 303; Hains, negro "floater," 1,123; Williams, Conservative "floater," 704.

Appomattox county—872 for and 456 against the Convention.

Braddus, Conservative, has 5 majority over Dean, Radical, in Amherst.

In Albemarle Judge Alexander Rives, Conservative Republican, and W. A. Southall, Conservative, are beaten by 350 votes, and Taylor, a negro, and Thompson, a white Radical, are elected.

J. C. Southard, Conservative, is elected from the district composed of Albemarle, Augusta and Louisa counties by 115 majority.

John Minor Botts is defeated in Culpeper by Mosby.

In Henrico county, Swan, the Union League candidate, received only four white votes, but is elected.

A majority of Conservatives are elected in the Valley of Virginia.

Dinwiddie county gives 1,518 for the Radical candidates, and 862 for the Conservatives; for the Convention, 1,518 votes.

In Nottoway county 1,500 votes were polled for the Convention, and 1,100 against it.

Mattox precinct, in Chesterfield, for the Convention, 187; against it, 221.

Petersburg—For the Convention, 2,482; against it, 1,197.

Platte, Republican, has 2,475 votes, and the Conservative candidate, 1,165. Morgan, colored Republican, 2,475.

FORTRESS MONROE, Oct. 23.—The result of the election in this vicinity is as follows:

Norfolk—Bowden, white Radical, and Bayne, colored, are elected by 347 majority.

Portsmouth—For the Convention 182, and 467 against. The white voters were 726, and the colored 784.

Elizabeth City county—Hampton—For the Convention 736; against it 29. Colored and white Radicals 129 majority.

Southampton county—For the Convention 464; against it 163. Brown, colored, is elected by 277 majority.

Isle of Wight county—For the Convention 157; against it 90. Clark, Conservative, is elected by 91 majority.

Nansemond county—For the Convention 1,076; against it 699. Tarr, Radical, has 318 majority.

Dauphin County Soldiers' Monument—Speech of Gov. Geary.

According to arrangements by the Executive Committee in charge of the erection of the Dauphin County Soldiers' Monument, ground was broken at the junction of Second and State streets, Harrisburg, in the presence of a large crowd, yesterday morning. Rev. T. H. Robinson delivered an impressive prayer, and Governor Geary delivered the following speech, which was enthusiastically applauded:

Fellow-citizens of Dauphin County: The object of our assembling to-day is to break ground preparatory to the erection of a monument commemorative of the soldiers of Dauphin county who lost their lives in the war to crush the late terrible rebellion. Regardless of minor differences growing out of politics or religion, we meet on common ground as Pennsylvanians, as Americans, and as patriots, to pay homage, not to the tomb of a king or of royal ancestry, but because an overruling Providence decreed that the nation should mourn, that brightness should be turned into gloom, and the fair hopes and happy anticipations of many families should be darkened by the sombre pall of death. Of the three hundred thousand heroic dead, who far from happy homes and loving friends, gave up their lives for the holy cause of the Union, Dauphin county furnished a goodly quota, and to their memory we are here to-day to commence a monumental pile, which shall typify our gratitude, and perpetuate the glorious recollection of their grand sacrifice. The most mournful task imposed upon a nation is that of building monuments to commemorate the dead, and to perpetuate the names of those who perished while struggling for the general welfare. Never was this task more imperative than in the case of the dead who died that the American Union and Government might live. The war for the Union was just in all its stages, and during its entire progress; it was provoked by a rebellion unsustained by reason, and without honor in any of its characteristics; it was forced upon those loyal to the Government by traitors who had reaped the largest benefit from the Union, and who were in power when the wrongs they falsely alleged as having been inflicted on them were complained of. Hence I boldly assert there can be no mistaking the honor and clear justification of the men who took part in that war for the defence of the National Government, for the preservation of the national Union, and the enforcement of the National authority. Of all heroes who fell in any armed struggle, those who perished in the contest with traitors fighting to overthrow the wisest and most beneficent system of free government ever established in this world, are the most deserving of monuments and historic mention. Every hill top in the loyal North should be crowned with shafts to perpetuate the memory of the loyal dead. Every valley should be adorned with these memorials, as a nation's gratitude to its illustrious slain. Every city should build such altars, where the names of those who perished in freedom's cause may be forever blessed. Those who died in the cause of their country need no eulogies from me to freshen your recollections of their gallantry. The character of our heroes, and the virtues which stimulated their valor, are written on every patriotic heart. The history of American heroism is that of the age in which we live, yet it affords us all pleasure to speak of the distinguished services and exalted qualities of those we admired while living, and whose memories will forever remain a rich legacy to the country. The Governor said that we find among men of every age, nation, and race, evidence of affectionate regard and respect for the memory of their loved and distinguished dead, and now in this age of heroism shall the lamented heroes of Dauphin, who have been sacrificed in the bloody conflicts of an hundred battles on the Peninsula, in Northern Virginia, at Antietam, Gettysburg, the Wilderness, in the hundred days' fight at Atlanta, above the clouds at Lookout Mountain, before Richmond, from Bull Run to Appomattox Court House, and from Chattanooga to Raleigh, lie in their unknown graves and their memory be forgotten? No! This should never be, and, thanks to the noble men and women of Dauphin, it will not be. While we thus engage in building monuments to the memory of the gallant dead, let us not forget that we also have other work to perform—that to build which greatly concerns the living. Men were not the only wounded and slain in the late thrilling contest for law, justice, and order. The Government was severely wounded, and almost pulled to pieces; hence it is that, while we build monuments to the dead, we must also take an active part in rebuilding that portion of the Government which has been marred by treason, and which so vitally concerns the living. The contest for principles of freedom and for the safety of free government in its present form is not entirely ended. The people have yet to satisfy themselves that they are self-governed, and this satisfaction will only be realized when the popular will, as put into legal shape by the Representatives of the people, is honestly respected and enforced. It is one thing to suffer and die for the Government, and another and far different thing to pay tribute to the memory of those who perished in its defence. It has been my lot to mingle among strife, where, doubtless, many of the men fell whose valor this contemplated monument is to commemorate. I am here a survivor of treason's carnage, joining with you in work that must tell to generations our gratitude to our heroes. And I, too, have felt what it is to suffer in the cause of my country. No father among you knows better than I what pangs it cost to give up, in the name of our country, a beloved son, who fell fighting beneath the stars and stripes. I have no regrets to express that his ashes now mingle in the soil of a redeemed land, and that the living can look upon a Union and a Government saved by sacrifices of brave-hearted men. This monument, while it will proclaim the noble dead, will not only indelibly inscribe their memories upon its own enduring face, but upon the hearts and memories of our countrymen—the orphan, widow, brother, sister, mother and patriot will look upon it with pride and affection, and the living soldier's heart will leap for joy as he contemplates this evidence of gratitude to his departed comrades. It will proclaim enduring honor to the noble dead who gave up their lives in the fearful struggle for our nationality, and everlasting infamy to those who would pluck a single laurel from their brow. May this contemplated monument when finished teach lessons of patriotic duty to our country; then will it have accomplished the chief end for which such memorials should be erected.

At the close of the Governor's address he formally broke ground, asking the blessing of God on the task which had been imposed upon him.

Affairs in Italy.

FLORENCE, Oct. 23, A. M.—The official gazette announces that the reconstruction of the ministry has been effected, and declares that the apprehensions of French intervention may be dismissed. It also exhorts the Italian people to sustain their King. Rumors are current that Cialdini is planning a *coup d'état* for the settlement of the Roman question.

FLORENCE, Oct. 23, Afternoon.—The new ministry is officially announced, as follows: President of the Council and Minister of Foreign Affairs, General Cialdini; Minister of the Interior, General Durando; Minister of Justice, Senator Vigliani; Minister of Finance, Chevalier Depretis; Minister of Public Works, Signor Correnti.

FLORENCE, October 23, Evening.—A deputation of Roman citizens had an audience to-day with King Victor Emmanuel, and implored him to interfere for the liberation of Rome. Menotti Garibaldi has left the Papal territory, and is lying sick in the province of Umbria.

FLORENCE, October 23, Midnight.—The reported escape of Garibaldi from Caprera is confirmed. He landed at Leghorn, and is now in Italy, but all the efforts of the police to discover his whereabouts have proved futile.

AN EXTRAVAGANT RAJAH.—The Rajah of Mysore has asked for a grant of £30,000 to celebrate his investiture with the insignia of the order of the Star of India. A few months since he spent from £7,000 to £10,000 in keeping up his birthday, and last summer a still larger sum on the occasion of adopting a son.

CITY BULLETIN.

FATAL RESULT OF THE EIGHTH WARD STABBING.—William Furman, who was stabbed at a drinking-saloon, No. 802 Locust street, on Tuesday evening, died last night at the Pennsylvania Hospital. Previous to his death he made the following statement:

"I, William Furman, do declare that a small-sized man, whose name is James Hagan, and myself had a difficulty, in which blows were struck; that about an hour afterwards, I went to some man, James Hagan, for the purpose of making friends with him, when he deliberately drew a knife and drove it into me. This occurred in Locust street, above Eighth, south side. I don't know the man's name who keeps the place.

"WILLIAM FURMAN."

To the above statement he was sworn by Alderman Morrow.

The deceased was married, and leaves one child. His course of life was calculated to lead to a violent end. Some years ago he had a quarrel with a man named Edward Warrington, arising from jealousy, and discharged two loads of a revolving pistol at him, both of which took effect in the shoulder, yet neither producing a serious wound. Warrington grappled with him, and wrenched the pistol from his grasp, and tried to shoot him, but he ran and escaped the bullets which were sent after him. Warrington went to the Hospital, but upon his recovery did not prosecute Furman. He afterwards shot Furman in the neck, upon their meeting at a tavern near South and Seventh streets. Furman was armed at the time, and it is said tried to draw his pistol, but was not quick enough. He was taken to the hospital, and upon his recovery prosecuted Warrington. In consequence of his having previously attempted Warrington's life, and of his being armed with a pistol when the affray took place, the jury acquitted Warrington and ordered Furman to pay the costs.

Though commonly known as "Baltimore Bill," Furman has been a resident of Philadelphia a number of years. He was twenty-six years old, a muscular and active man, and had a reputation for daring among his associates.

EXTENSIVE SALE OF REAL ESTATE.—The following real estate was sold at the Philadelphia Exchange, by James A. Freeman, commencing at noon yesterday, with the annexed result:

Store and dwelling, No. 2310 Spring Garden street, lot 20 by 94 feet—$3,600; two-story brick dwelling, No. 1010 North Fourth street, lot 19½ by 73¾ feet—$2,100; two-story brick dwelling, No. 1612 North Fourth street, lot 19½ by 75 feet—$2,425; three-story brick dwelling, No. 1018 North Fourth street, lot 15 by 84 feet—$2,520; three-story brick dwelling, No. 1020 North Fourth street, lot 15 by 84 feet—$2,400; three-story brick dwelling, No. 956 Leithgow street, lot 15 by 38½ feet—$850; three-story brick dwelling, No. 958 Leithgow street, lot 15 by 38½ feet—$800; three-story brick dwelling, No. 960 Leithgow street, lot 20 by 40 feet—$1,000; three-story frame dwelling, No. 953 Leithgow street, 12½ by 46¼ feet—$600; three-story frame dwelling, No. 955 Leithgow street, lot 11 by 55½ feet—$500; three-story frame dwelling, No. 957 Leithgow street, 16 by 43¾ feet—$700; three-story brick dwelling, No. 963 Leithgow street, lot 15 by 35 feet—$1,020; three-story brick dwelling, No. 953 Lawrence street, lot 17½ by 52 feet—$1,625; three-story brick dwelling, No. 955 Lawrence street, lot 15 by 52 feet—$1,350; ground rent of $15 per annum—$220; ground rent of $150 per annum—$2,350; dwelling No. 1007 South Twelfth street, lot 16 by 74 feet, $124 67 ground rent, $1,300; dwelling, No. 1009 South Twelfth street, lot 16 by 74 feet, $124 67 ground rent—$1,150; three-story frame house, No. 433 Christian street, lot 16 by 70 feet, $20 ground rent per annum—$1,000; 58¾ acres, Bristol turnpike, near Holmesburg, opposite Edwin Forrest's country seat—$20,000. Sold at private sale, residence and grounds, N. W. corner Thirty-seventh and Chestnut streets, lot 100 by 100 feet—$12,000.

FIREMEN'S RECEPTION.—The Constitution Engine Company, of Brooklyn, N. Y., arrived in this city last evening, in company of a committee of the Warren Hose. On their arrival at the wharf they were received by a number of companies of this city. The line was then formed, in the following order:—Harmony Engine, Warren Hose, wagon bearing the motto "Welcome Constitution, No. 7;" Committee of Reception, on foot; Constitution Engine, of Brooklyn, Reliance Engine, Hope Hose, delegation from the Weccacoe Engine, Fame Hose, Good Will Engine, Good Will Hose, delegation from the Moyamensing Hose Company, Union Hose. After proceeding over the route laid down, they were escorted to the Warren Hose House, where a repast was served up to the guests.

THE WASHINGTON MONUMENT.—The Washington Monument Association, of the First School District of Pennsylvania, at a recent meeting appointed a committee of five to negotiate a contract for the erection of a handsome statue of Washington, which will, when completed, be likely presented to the city, to be placed in one of our public squares. The money of the association was realized from a fair held several years ago, and participated in by most of the school teachers and pupils. By judicious investment it has augmented in amount, and the Board of Managers are anxious to have it now applied for the purpose for which it was contributed.

ACCIDENT.—Wm. Kelly, aged 27, residing at Water and Race streets, was struck by an iron crank while at work on board of the ship Lancaster, at Race street wharf, yesterday. His skull was fractured, and he was otherwise injured internally. He was removed to the Pennsylvania Hospital.

Mr. Dickens.

In answer to some of the comments of a portion of the American press upon his proposed tour in this country, Mr. Dickens has written a letter to a friend, in which he says:

"For twenty years I am perfectly certain that I have never made any other allusion to the republication of my books in America than the good-humored remark, that 'if there had been international copyright between England and the States, I should have been a man of very large fortune, instead of a man of moderate savings.' Nor have I ever been such a fool as to charge the absence of international copyright upon individuals. Nor have I been so ungenerous as to disguise or suppress the fact that I have received handsome sums from the Harpers for advance sheets. When I was in the States I said what I had to say, and there was an end. I am absolutely certain that I have never since expressed myself even with soreness on the subject. Reverting to the preposterous fabrication of the London correspondent, the statement that I ever talked about 'those fellows' who republished my books, or pretended to know (what I don't know at this instant) who made how much out of them, or ever talked of their sending me 'conscience money,' is as grossly and completely false as the statement that I ever said anything to the effect that I could not be expected to have an interest in the American people. And nothing can be any possibility be falser than that. Again and again have I expressed my interest in them. Every American who has ever spoken with me in London, Paris, or where not, knows whether I have frankly said: 'You could have no better introduction to me than your country.' And for years and years, when I have been asked about reading in America, my invariable reply has been: 'I have so many friends there, and constantly receive so many earnest letters from personally-unknown readers there, that but for domestic reasons I would go to-morrow.'"

CENSUS OF ROME.—The Government press of Rome has just published the census of the population of the city for the year 1867. The city and the suburbs are divided into 59 parishes, containing a population of 215,573, an increase since 1866 of 4,872. Of these 30 are cardinals, 35 bishops, 1,469 priests and ecclesiastics and 828 seminarists. The occupants of religious houses are 5,047; 2,832 being monks and 2,215 nuns. These belong to 61 different congregations or orders. There are also 39 seminaries or colleges, among which are the French Seminary, tenanted by 48 pupils; that of South America by 50; that of North America by 83; the German Seminary has 58 pupils; the English 21, and the "Pie Anglois" 14; the Scotch 12, and the Irish 52, &c. The number of families is 42,313—to whom must be added 7,860 following the military profession, 320 detenus, 4,050 Jews and 457 other dissidents.

DRAINAGE.—A correspondent of the London *Times* directs attention to the amount of undrained land in England, and to the opportunity for the profitable employment of money which capitalists have no longer the courage to invest in popular speculations. In the twenty-six years that have elapsed since the passing of the public and private moneys drainage acts, ten millions sterling have been employed in drainage with satisfactory results. Many millions of acres still remain wet.

Execution of a Robber in Spain—Hideous Exhibition.

The *Diario de Madrid* gives an account of the execution of Edourardo Abad, for the murder of an Englishman, who was shot and robbed in April last. An accomplice who witnessed the murder was sentenced to be imprisoned for life. A large crowd was present, but behaved with great decorum. The scaffold was erected just outside the town, and on it were two chairs, opposite one another, and about six feet apart—one for Abad, who was to suffer, and the other for his accomplice, who was to witness the execution, and afterward to be imprisoned for life. Some infantry were drawn up round the scaffold, and a few lancers kept the space clear between the infantry and the crowd. At twelve o'clock the culprits were brought from the jail to the place of execution. They were mounted on donkeys and escorted by a guard of infantry, and preceded by drums playing a slow march. The accomplice, who rode the first donkey, had nothing particular about his dress except that, in lieu of a hat, a red handkerchief was tied on his head, whereas Abad was dressed in a long black cloak, with a black cowl over his head; the wrists of each were tied together, but not so tightly as to prevent the hands being slightly used. On arriving inside the square formed by the military, the accomplice, after being assisted to dismount by the executioner, mounted the scaffold and seated himself in the chair appointed for him, and was immediately secured within by the executioner by means of ropes round his arms and legs, and an iron collar round his throat was strapped to the post behind him. Abad ascended the scaffold soon after, and the crier then proclaimed his sentence. Three priests accompanied the culprits, and one of them was engaged for nearly half an hour on the scaffold with Abad, the priest sitting in the chair and Abad kneeling at his feet. Abad had a cigar in his mouth when he arrived, and continued smoking it at his devotions as long as it lasted. He seemed to pay very little attention to the priest, frequently looking about him, and apparently nodding to acquaintances in the crowd. Both the culprits partook of wine during this time; and when Abad had finished his confessions, he came forward and asked the people to pray for his soul. He said he was sorry for what he had done, and begged forgiveness of all those whom he had injured. He then sat down in the chair, and was secured by a rope passed round his body to the back of the chair; other ropes fastened his ankles to the legs of the chair, and his arms to the arms of the chair, and his hands were drawn down between his knees by a rope passed under the seat of the chair. The iron collar was then adjusted on his throat, and a black handkerchief tied over his face. The executioner then stood behind him, grasping the iron rod which turns the screw; and when the priest had arrived at a certain point in some prayer or creed he was repeating, the hands of the executioner went round like lightning; and the collar was drawn up to within a very little distance of the posts. Death appeared to be instantaneous, as not the slightest motion of the body was visible, which was, no doubt, prevented in a great measure by the manner in which the culprit was fastened in the chair. After a minute or two, the handkerchief was removed from the face, which did not exhibit any traces of a violent death. The priest who confessed Abad then harangued the crowd for about ten minutes, immediately after which the accomplice was released from his chair and taken back to jail in the same manner as he came. Three or four sentries were posted to guard the body, which was to be left till sunset, and then buried; the soldiers were marched away, and the crowd, after satiating themselves with gazing at the body, quietly dispersed.

The Electric Organ.

Playing the organ has been made easy by calling in the help of electricity. As the *Scientific Review* explains the process, whenever a key is depressed by the finger a small commutator under it completes communication with a galvanic battery by dipping its lower ends into minute cups of mercury. Electricity then passes along a wire to a small electro-magnet, that immediately becomes excited, and, attracting a keeper, opens a valve, allowing air to pass into the organ pipe, which sounds at once, and continues to do so as long as the finger presses down the key. It is clear that, however powerful the organ or distant the pipes, the fingers are not in the slightest degree distressed in playing. The battery used is simple, inexpensive and permanent in its action. It consists of glass vessels, arranged on the upper surface of the bellows, and each containing a solution of sulphate of mercury; in the latter plunges a plate of zinc, which is placed between two plates of gas retort graphite, when the bellows is raised by the action of blowing. No effect, therefore, is produced except when required, which prevents waste of battery power. The zinc requires to be replaced, and the mercury thrown down by the zinc which is dissolved to be reformed into sulphate, about every six months.

AN EXCURSIONIST writes from Colorado strange experiences on the railroad nearly 200 miles west from Omaha, as follows: "Soon after leaving Plum Creek, and while many were at breakfast, the exciting shout, 'Buffalo, buffalo,' was passed along the train, and our eager eyes saw a dozen or so of dark objects scouring over the plain towards the hills. Several shots were fired from the Spencers and Henrys and revolvers, with which our party are well armed, but entirely without effect. In a few minutes a fresh sensation was caused by the cry, 'Antelopes,' and four of these beautiful, timid creatures were seen bounding along within easy rifle shot. Balls were sent whistling after them, but they too soon disappeared unharmed. Then presently a yellow wolf started up from his lair and rushed away from the noise of the locomotive; and directly after, three more antelopes were overtaken. The foolish animals, instead of using their fleet legs to carry them to the hills safely, commenced a race with the engine, and for several miles sped along side by side with the train in spite of the shower of bullets which struck the earth around them. The motion of the train and of the game, or the poor marksmanship of the amateurs, prevented the shots from taking effect, and after a while the tired and frightened animals turned away from the rushing monster, which seemed to have charmed them into following it, and were seen by us no more."

CARPETINGS, &c.

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New Goods of our own importation just arrived.

ALSO,

A choice selection of

AMERICAN CARPETINGS,

OIL CLOTHS, &c.

English Druggetings, from half-yard to four yards wide; Mattings, Rugs, Mats.

Our entire stock, including new goods daily opening, will be offered at LOW PRICES FOR CASH, prior to Removal, in January next, to New Store, now building, 1222 Chestnut street.

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IF YOU WISH TO BE BEAUTIFUL,

Use Oscella de Persia, or Victoria Regia, for Beautifying the Complexion and Preserving the Skin.

This invaluable toilet article was discovered by a celebrated chemist in France, and it is to him that the Ladies of the Courts of Europe owe their beauty. With all its simplicity and purity there is no article that will compare with it as a beautifier of the complexion and preserver of the skin.

M. C. McClusky purchased the receipt of him some ten years ago; he has since that time given it a perfect trial among his personal friends and the aristocratic circles of Philadelphia, New York, Baltimore, Boston, New Orleans, St. Louis, Savannah, Charleston, Wilmington, N. C., &c. They have used it with unqualified admiration, and would consider the toilet imperfect without this delightful and purely harmless preparation. Victoria Regia and Oscella de Persia has given such entire satisfaction in every instance, that he is now compelled to offer it to the public. This article is entirely different from anything of the kind ever attempted, and is warranted

FREE FROM ALL POISONOUS SUBSTANCES.

After using Oscella de Persia and Victoria Regia for a short time, the skin will have a soft, satin like texture; it imparts a freshness, smoothness and softness to the skin that can only be produced by using this valuable article. It presents no oil or liquid or other compounds, and its use cannot possibly be detected by the closest observer. FOR REMOVING TAN, FRECKLES, SUNBURN AND CUTANEOUS DISEASES FROM THE SKIN, IT IS INVALUABLE.

M. C. McClusky has every confidence in recommending his Victoria Regia and Oscella de Persia to the Ladies as being the only perfect and reliable toilet article now in use.

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And his name stamped on each label—no other is genuine.

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OPAL DENTALLINA.—A SUPERIOR ARTICLE FOR cleaning the Teeth, destroying animalcula which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physician and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apothecary, Broad and Spruce streets.

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ENTIRELY RELIABLE—HODGSON'S BRONCHIAL Tablets, for the cure of coughs, colds, hoarseness, bronchitis and catarrh of the head and breast. Public speakers, singers and amateurs will be greatly benefitted by using these Tablets. Prepared only by LANCASTER & WILLS, Pharmaceutists, N. E. corner Arch and Tenth streets, Philadelphia. For sale by Johnson, Holloway & Cowden, and Druggists generally. se25-tf

MANY HUNDRED LADIES HAVE BEEN CURED by me, who pronounced incurable by others. Nervous diseases, of eighteen years' standing, cured in a few treatments. Call and be convinced. Office, No. 1221 Girard avenue. Dr. MARY L. BRYEN, Medical Electrician. oc15-1mo*

REAL ESTATE SALES.

PUBLIC SALE.—THOMAS & SONS, AUCTIONEERS.—Elegant Country Residence, Church Lane, Germantown, on Armat street—two fronts. On Tuesday, October 29, 1867, at 12 o'clock noon, will be sold at public sale, at the Philadelphia Exchange, all that lot of ground, with the stone messuage thereon erected, situate on the N. W. side of Church lane, formerly Mill street, in the twenty-second Ward; beginning at a stake set for a corner of this and other ground formerly of said Trevor T. Fowler, but now of Edward Armstrong; thence by the same north 47 deg. 30 min., west 233 feet 9 inches to ground formerly of Shoemaker and Thomas, now of Elizabeth Ann Hemsley; thence partly along the said Elizabeth Ann Hemsley's ground and partly by the hereinafter described lot, south 42 deg. 30 min. west 100 feet 6 inches to a line which divides this from land now or late of James R. Lambdin; thence by the same south 47 deg. 30 min., east 291 feet and ½ inch to Church lane; thence along the northwesterly side of said Church lane north 40 deg. 14 min., east 13 feet 6 inches to a point, and thence north 42 deg. 28 min., east 88 feet 7 inches to the place of beginning. Also, all that lot of ground with the buildings thereon erected, situate on the S. E. side of Armat street, adjoining the above; beginning at a stake set for a corner of this and other ground formerly of Trevor T. Fowler, but now of Elizabeth Ann Hemsley; thence extending along the side of Armat street S. 42 deg. 40 min., west 15 feet; thence south 47 deg. 40 min. east by lot No. 5 on a plan of lots of Chas. H. Shoemaker and Robert H. Thomas, 37 feet; thence north 42 deg. 40 min. east partly by ground now or late of James R. Lambdin and partly by the above described lot 65 feet, and thence north 47 deg. 40 min., west by ground of the said Elizabeth Ann Hemsley 214 feet to the place of beginning. Under and subject as respects a part of the lot last described, viz.: A lot 15 feet front on Armat street, and extending in depth 194 feet, to the free use and privilege thereof, at all times hereafter, as a passage way and carriage road, and for the purpose of laying gas and water pipes therein, in common with the said Spencer H. Hazard, and his heirs and assigns, and occupiers of his premises bounding thereon. The house is well built and replete with every convenience; large parlor, library, dining-room and large pantry, with hot and cold water, and two kitchens on the first floor; 6 chambers, bath-room and water closet; third floor, large and small store room and 2 attics; observatory, closed in with glass, over the main building; gas fixtures throughout; stable, carriage house, &c. Three sides of the house are surrounded by a piazza. The grounds are tastefully laid out, with an abundance of shade trees, gravel walks, vegetable garden. The carriage avenue to Armat street is 15 feet long and 15 feet wide, entirely overshaded by a superb avenue of trees, making a beautiful promenade; also, a stone stable and carriage house, with accommodation for four horses and four carriages, held in the yard or other perb avenue. It is within a few minutes' walk, and very convenient in Germantown. From Church lane Station it is only three minutes' walk. Terms Cash. Immediate possession. Plan at the Auction Rooms. May be examined any day previous to sale. M. THOMAS & SONS, Auctioneers, oc21-7t§ 139 and 141 South Fourth street.

SALE ON THE PREMISES.—THOMAS & SONS, Auctioneers.—Modern three-story brick Residence and Furniture, No. 2012 Mt. Vernon street, west of Twentieth street. On Friday morning, October 25, 1867, at 10 o'clock, will be sold at public sale, on the premises, all that modern three-story brick messuage, with three-story back buildings and lot of ground thereto belonging, situate on the south side of Mount Vernon street, west of Twentieth street, No. 2012; containing in front on Mount Vernon street 20 feet 2 inches, and extending in depth 80 feet 5 inches to a 4 feet wide alley, with the common use and privilege thereof. It is in excellent repair, and has the modern conveniences; parlor, dining-room and kitchen on the first floor; 3 chambers and three bath-rooms on the second floor, and 4 chambers on the third floor; gas, bath, hot and cold water, heater, cooking range, &c. Clear of all incumbrance. Terms—A mortgage of $4,600, at 5 per cent, now on, may remain. Immediate possession. May be examined from 10 to 4 o'clock any day previous to sale. HANDSOME HOUSEHOLD FURNITURE.—Immediately after the sale of the Residence, will be sold the handsome rosewood, walnut and mahogany furniture, Brussels velvet, brussels and other carpets, chamber and parlor, china, cut glass and silver-plated ware, handsome lace and damask window curtains, oil paintings and engravings, &c. M. THOMAS & SONS, Auctioneers, oc17,18,24 139 and 141 South Fourth street.

SALE BY ORDER OF THE COURT OF COMMON Pleas.—Estate of John Williams, deceased.—James A. Freeman, Auctioneer.—Property, Nos. 4123 and 4125 Ludlow street, Twenty-seventh Ward.—Under authority of the Court of Common Pleas for the City and County of Philadelphia, on Wednesday, November 6, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate, late the property of John Williams, dec'd: All that lot of ground with the two two-story frame houses thereon erected, situate on the north side of Ludlow street (Nos. 4123 and 4125) 50 feet west of Forty-first street; containing in front 40 feet and in depth 100 feet. Clear of all incumbrance. Rents for $312 per annum. $100 to be paid at the time of sale. By the Court, F. G. WOLBERT, Prothonotary. CHRISTOPHER WETHERILL, Administrator. JAMES A. FREEMAN, Auctioneer, oc17 24 31 Store, 422 Walnut street.

ORPHANS' COURT SALE.—ESTATE OF ALICE Gordon, deceased.—James A. Freeman, Auctioneer. Frame Houses, Nos. 1503 and 1505 Mullen street, Twenty-fifth Ward. Under authority of the Orphans' Court for the City and County of Philadelphia, on Wednesday, November 6, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of Alice Gordon, deceased. A lot of ground with the two and-a-half story frame houses thereon erected, situate on the southeasterly side of a 30 feet wide street called Mullen street, at the distance of 47 feet northeastwardly from Somerset street, being 37 feet front, extending in depth southeasterly 37 feet. Clear of incumbrance. $100 to be paid at the time of sale. By the Court, E. A. MERRICK, Clerk O. C. PATRICK GORDON, Administrator. JAMES A. FREEMAN, Auctioneer, oc17 24 31 Store, 422 Walnut street.

ORPHANS' COURT SALE. — ESTATE OF Joseph Murray, deceased.—James A. Freeman, Auctioneer. — Valuable property, No. 118 South Third street. Under authority of the Orphans' Court for the city and county of Philadelphia, on Wednesday, November 6, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of Joseph Murray, deceased: A three-story brick messuage with back buildings, on the east side of Third street, between Chestnut and Walnut streets, 16 feet 4 inches front and 80 feet deep. The above is a valuable property for brokers and banking purposes. Clear of incumbrance. $200 to be paid at the time of sale. By the Court, E. A. MERRICK, Clerk O. C. JOHN MURRAY, Administrators. JAMES A. FREEMAN, Auctioneer, oc17 24&31 Store, No. 422 Walnut street.

EXECUTORS' ABSOLUTE SALE—ON THE Premises.—Estate of Edward Royal, deceased.—James A. Freeman, Auctioneer.—11 Acres, Main street, Germantown, and over 9 acres, Pulaski avenue. Under authority contained in the will of the late Edward Royal, deceased, on Saturday afternoon, October 26, 1867, at 3 o'clock, will be sold at public sale, without reserve, on the premises, the following described real estate, viz.: No. 1.—All that certain large two-story stone residence, No. 4506 Main street, Germantown; stone barn, carriage-house and lot of land thereto belonging, situate on the S. W. side of Germantown Main street, in Germantown, in the Twenty-second Ward of the city of Philadelphia; commencing at the distance of 263 feet 3¾ inches S. E. from Manheim street, and containing in front on Main street 170 feet 5⅝ inches, and in depth southwesterly along the N. W. side of Seymour street 380 feet, the rear line running at right angles with said Seymour street, being 177 feet 3¾ inches in length. Nos. 2 to 11 inclusive.—Ten lots of ground on the N. W. side of Seymour street, as per plan. Nos. 12 to 16 inclusive.—Five lots fronting on the S. W. side of Main street, as per plan. Nos. 17 to 21 inclusive.—Five lots fronting on S. E. side of Seymour street, and N. E. side of Royal street, as per plan. Nos. 22 to 27 inclusive.—Six lots of ground on the S. E. side of Seymour street, as per plan. Nos. 28 to 32 inclusive.—Five lots fronting on southwest side of Royal and N. E. side of Green street, as per plan. Nos. 33 to 39 inclusive.—Seven lots southwest of Green street, as per plan. No. 40.—All that certain two-story frame dwelling house and lot of ground thereto belonging, situate on the southeast side of Spring Alley, 10 feet wide, leading into and from Main street, and on the northeast side of another 10 feet wide public alley leading into Manheim street, in Germantown aforesaid; 30 feet front on said Spring alley, and in depth 100 feet more or less, to lot No. 1, above described. Valuable Lot of Ground, Pulaski avenue and Seymour street. All that valuable lot on the northeast side of Pulaski avenue, at the westerly side of Seymour street; containing in front on Pulaski avenue 257 feet 6⅞ inches, and on Seymour street 396 feet 5⅝ inches, being 262 feet wide in the rear. Lithographic Plans may be had at the Auction Store. Sale of the whole estate peremptory. $100 to be paid on each property when the same is struck off. By order of the Executors. JAMES A. FREEMAN, Auctioneer, oc3 10 17 24 Store, 422 Walnut street.

EXECUTRIX' ABSOLUTE SALE—ESTATE OF Richard Smethurst, deceased.—James A. Freeman, Auctioneer. Under authority contained in the will of the late Richard Smethurst, deceased, on Wednesday, November 6th, 1867, at 12 o'clock, noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, the following described real estate, viz.: No. 1—Lot of Land, southwest corner Belmont avenue and Montgomery avenue, Twenty-fourth Ward. All that lot of ground situate on the southwest corner of Belmont avenue and Montgomery avenue, in the Twenty-fourth Ward of the city; 68 feet 9¾ inches along Montgomery avenue to Forty-seventh street; 54 feet 7¾ inches along Forty-seventh street; thence 231 feet 3¼ inches to Belmont avenue, and 366 feet 4¼ inches along Belmont avenue to Montgomery avenue. Provided that no improvement of an offensive character can be ever erected thereon. No. 2—7 Lots, "Lansdown," Twenty-fourth Ward. All those 5 lots of ground, Sec. T., Nos. 16, 17, 18, 19 and 20, on the plan of the "Lansdown Land Co." on the W. side of Forty-eighth street 330 feet N. of Lansdown avenue—together on Forty-eighth street 110 feet, (each 22 feet,) and extending of that width westward to Monument road. Also, lot Sec. P., No. 3, of the same plan on the E. side of Forty-eighth street, 247½ feet N. of Haddington avenue, 18 feet front and 180 feet deep. Also, lot of ground, Sec. U., No. 13, in the same plan, on the W. side of Forty-eighth street, and E. side of Monument road, 100 feet S. of Jefferson avenue, 34 feet wide, and extending from Forty-eighth street to Monument road. All the above being restricted that no improvement of an offensive character be erected thereon. No. 3.—Five Building Lots, 24th Ward.—All those five lots of ground, No. 140 to 144 inclusive, in a plan of lots laid out by Wm. Morrison, situate on the N. E. corner of Cedar avenue and Fifty-fourth street; together, 100 feet on Cedar avenue and 112 feet on Fifty-fourth street. No. 4.—Lot of Ground, Somerset and Memphis streets.—A lot of ground on the N. E. side of Somerset street and N. W. side of Lemon, now Memphis, street, 56 feet front 90 feet deep. No. 5.—Lot of Ground, William street.—A lot on the S. W. side of William street, S. E. side of Tulip and N. W. side of Lemon, now Memphis, street, 241 feet front on William street and 123 feet 2 inches deep. Subject to $180 75 ground rent per annum. $50 to be paid on each at the time of sale. By order of Executrix. JAMES A. FREEMAN, Auctioneer, oc17,24,31 Store, 422 Walnut street.

PEREMPTORY SALE—BY ORDER OF HEIRS.—Estate of James McGill, deceased.—JAMES A. FREEMAN, Auctioneer.—On Wednesday, Nov. 6, 1867, at 12 o'clock, noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, the following described Real Estate, late the property of James McGill, deceased. No. 1. Residence No. 313 Pine street. All that certain three-story brick messuage, with back building and lot of ground thereto belonging, on the N. side of Pine st., No. 313, in the Fifth Ward; containing in front 20 feet and in depth 80 feet. Bath room, water closet, kitchen range, heater, gas with fittings, and in good order. Rents for $690. Occupancy next July if desired. Clear of incumbrance. No. 2.—Stores, 128 and 130 South street. All that lot of ground, with the two three-story brick and two two-story frame houses thereon, at the S. E. corner of South and Vernon, now Annapolis street, former district of Southwark; 25 feet on South street and 66 feet 9 inches on Annapolis street. Rents for $758 a year. Subject to a ground rent of 8 English Guineas ($37 33) per annum. No. 3.—Dwelling, No. 619 Annapolis street. All that lot of ground, with the two and a half story brick messuage thereon erected, situate on the east side of Annapolis street, 79 feet above Shippen street, 18 feet front, 65 feet deep. Rents for $180 a year. Clear of incumbrance. No. 4.—Tavern No. 25 South Street. All that certain three-story brick messuage and lot of ground No. 25 South street, 16 feet eight inches front and 43 feet 5 inches deep, the narrowing 4½ feet on the W. side along the middle of the kitchen wall the further depth of 9 feet 2 inches, altogether 53 feet 2 inches deep on the E. side. Rents for $400 a year. Clear of incumbrance. No. 5.—Cooper Shop, 49 South Front street. All that four-story brick house, No. 49 South Front street, and the lot of ground thereto belonging, on the E. side of Front street, 18 feet front and 37 feet deep. Clear of incumbrance. Rents for $400 a year. One-third of the purchase money being the dower of the widow, will remain secured upon each property in the usual way. Sale of the whole estate absolute. $100 to be paid on each at the time of sale. By order of Heirs. JAMES A. FREEMAN, Auctioneer, oc17,24,31 No. 422 Walnut street.

SALE BY ORDER OF HEIRS—ESTATE OF William and James Rittenhouse, deceased. James A. Freeman, Auctioneer. Stone House and Lot, Allen's Lane, near Green street, Germantown. On Wednesday, Nov. 6, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of William and Jacob Rittenhouse, deceased. A stone messuage or tenement and piece of land thereto belonging, beginning at a stone set for a corner, situate on the southeasterly side of Allen's Lane; thence by the land of Jacob R. Smith, N. 48 deg. 15 min. W. 225 feet 10 inches to a stone, and N. 45 deg. 15 min. E. 87 feet 2 inches to a stone set for a corner of this and another lot; thence by the same S. 48 deg. 15 min. E. 236 feet 8 inches to a stone set for a corner on the side of the aforesaid lane; thence along the same S. 40 deg. 15 min. W. 87 feet 2 inches to the place of beginning. This property is on Allen's Lane, near Green street, which has just been opened. The house is a two-and-a-half story stone, with small kitchen attached; a barn is also built on the lot. Clear of all incumbrance. Immediate possession. $100 to be paid at the time of sale. JAMES A. FREEMAN, Auctioneer, oc17 24 31 Store, 422 Walnut street.

ORPHANS' COURT SALE — ESTATE OF William Walker and Christiana C. Walker, dec'd. James A. Freeman, Auctioneer.—Three-story Brick Dwelling, No. 641 Catharine street.—Under authority of the Orphans' Court for the City and County of Philadelphia, on Wednesday, November 6th, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of William Walker and Christiana C. Walker, dec'd: All that certain three-story brick dwelling, with two-story back building and bath-room, situate on the north side of Catharine street (No. 641), at the distance of 119 feet 10 inches west of the parsonage-house of St. Paul's Methodist Episcopal Church; thence westwardly along Catharine street 17 feet, and in depth on the west side 59 feet 10 inches to a 2 feet 2-inch wide alley; thence eastwardly 14 feet 6 inches; thence further northwardly 16 feet 10 inches to a 2 feet 2-inch wide alley; thence southwardly along the same 69 feet to Catharine street, the place of beginning. With the free use of the 2-feet 2-inch wide alley leading into Seventh street. Subject to $50 ground rent per annum. $100 to be paid at the time of sale. By the Court, E. A. MERRICK, Clerk O. C. J. ALEXANDER SIMPSON, Trustee. JAMES A. FREEMAN, Auctioneer, oc17,24,31 Store, 422 Walnut street.

EXECUTORS' SALE.—ESTATE OF REBECCA H. Powell, deceased.—James A. Freeman, Auctioneer.—Desirable Small Farm, 30 Acres, Upper Darby, 4½ miles from Market Street Bridge.—Under authority contained in the will of the late Rebecca H. Powell, deceased, on Wednesday, Nov. 6, 1867, at 12 o'clock, noon, will be sold, at public sale, at the Philadelphia Exchange, all that desirable small farm of 30 acres, with the improvements, situate on the Garrettford turnpike road in Upper Darby, Delaware county, 4½ miles from the Market Street Bridge, and by a mile from the West Chester turnpike. Bounded by lands of Abraham L. Pennock and David Sellers, and within a short distance of the Bard Asylum. The location is suitable for improvement, being just beyond the city line. The situation is high and commanding. The buildings are a frame house, commodious barn, and spring-house. Well watered and fenced. It is leased till April 1st, 1868. It may be examined at any time. Terms cash. $200 to be paid when the property is struck off. By order of Executors. JAMES A. FREEMAN, Auctioneer, oc17,24,31 Store, 422 Walnut street.

SALE BY ORDER OF HEIR.—ESTATE OF Perry Tillman, deceased.—James A. Freeman, Auctioneer.—Houses, Bohemia place, below Fourth and Jarman, Third Ward. On Wednesday, November 6, 1867, at 12 o'clock, noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, the following described real estate, late the property of Perry Tillman, deceased: A lot of ground with the 2 two-story frame and 1 two-story brick houses thereon erected, on north side of Harmony street, 16 feet front, including a 3 feet wide alley, and in depth north about 61 feet 10 inches; bounded on the south by Bohemia place, eastward by the Public School lot, westward by ground now or late of John H. Bunton and northward by ground now or late of Richard Brockden. Subject to $20 40 ground rent per annum. By order of Heir. Sale peremptory. $100 to be paid at time of sale. JAMES A. FREEMAN, Auctioneer, oc17,24,31 Store, 422 Walnut street.

REAL ESTATE—JAMES A. FREEMAN, Auctioneer.—Genteel Residence and Lot, Hamilton st. (24th Ward). On Wednesday, Nov. 6, 1867, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate, viz.: All that genteel three-story brick dwelling with back buildings and lot of ground on the S. side of Hamilton st. 83 feet westward of Mansion st., in the 24th Ward, 20 feet front and 104 feet deep. $1,100 may remain if desired. Rents for $500 a year. Occupancy with deed. $100 to be paid at the time of sale. JAMES A. FREEMAN, Auctioneer, oc17 24 31 Store, 422 Walnut street.

BUSINESS CARDS.

AMOS A. WRIGHT, THORNTON PIKE, CLEMENT A. GRISCOM, THEODORE WRIGHT, FRANK L. NEALL. PETER WRIGHT & SONS, Importers of Earthenware and Shipping and Commission Merchants, No. 115 Walnut street, Philadelphia.

COTTON AND LINEN SAIL DUCK OF EVERY width from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers' Felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 103 Church street, City Stores.

PRIVY WELLS—OWNERS OF PROPERTY—THE only place to get privy wells cleansed and disinfected at very low prices. A. PEYSON, Manufacturer of Poudrette, Goldsmith's Hall, Library street.

The Result of American Guide Books in Paris.

The Paris correspondent of the Boston *Post* says:

A few evenings since, while taking a cup of tea on the Champs Elysées, I was somewhat startled by the advent of one of my fellow countrymen. He was a young fellow, of perhaps seventeen years, and carried under his arm a Harper's *Guide Book*. Suddenly and without any intimation of what he designed to do, he appeared in the doorway and exclaimed in the language that he had inherited from the Pilgrims, with as loud a voice as if he were interpellating the triumphal arch; "How much do you ask for a dinner here?" This little proceeding would probably have been regarded as novel in any country; even in the home of unmitigated freedom of thought and action; but to me, reflecting on the great variety of the style of repast demanded, from the humble *bouillon au lait* up to the elaborate and costly compositions of M. Gouffé, that my young friend as far as concerned any hopeful result, might as well have addressed his remarks in the speech of the ancient Greeks, and moreover that the establishment on whose threshold he stood was only a *café*, where no dinners were ever served, it seemed that my countrymen displayed an independence of ordinary school conventionalities that really approached the sublime; I think that young man will be heard from again. His method of securing a dinner was certainly original, and yet it showed a kind of lofty confidence that despised all common obstacles and was designed to go straight to the mark like the ball from a Parrott gun. It might have appeared presumption in most men, but was quite worthy of a citizen of a young and victorious republic.

It brought to my mind a similar incident that came to my knowledge a long time ago. A party of Americans were stopping at a French hotel. Among them was a young lady in whose system nature had implanted a weakness for baked apples. This estimable fruit prepared in that way is unknown in Paris. In the crude state it is admired, enshrined in a tart it is adored, but they never develop its graces, like the flowers on a china vase, by mortifying the lusts of its rather unrefined flesh in an oven. Mademoiselle had, nevertheless, made up her mind to satisfy her cravings, and the first day of her appearance at breakfast asked for some baked apples. She did not get them for the simple reason that none of the people in the hotel knew what she meant. The second day on taking her seat she said simply and curtly, 'I should like some baked apples.' The next day, 'I want some baked apples.' On the fourth she came like an inevitable doom and froze the muscles of the waiters with the words, 'I must have some baked apples.' On the morning of the fifth day the family on approaching the table found their persevering relative seated with a plate of that fruit before her. How this result was attained was never known. By what mysterious operation the waiters discovered the meaning of those English words, for Mademoiselle spoke no other language, and by what process they succeeded in imparting it to the cook will probably never be known except to themselves. I am inclined to attribute it to the abstract strength of the human intellect working through a vigorous and unflinching agent, and doubtless, if the young gentleman first referred to had come to the threshold of that *café* for five successive evenings and propounded the same question, he would have learned how much they asked for a dinner, and that in spite of the impediments that I enumerated.

A Page From the History of General Pope's Virginia Campaign.

In *Harper's Monthly* for November, "Porte Crayon" (General Strother) continues his "Personal Recollections," by giving his experience in the Virginia campaign of General Pope. As Mr. Fitz John Porter has lately directed public attention to this campaign by his petition for a new trial, the testimony of General Strother, who served as one of General Pope's staff officers, may be of some value and interest. He was one of the many staff officers sent to accelerate the tardy movements of Porter towards the front, having been despatched, on the morning of the 29th of August, with a written order to Porter to move his corps on Centreville without delay, as a sanguinary battle was expected on that day.

This was the day when Jackson was so severely punished, and when—in General Strother's opinion—"but for the failure of McDowell and Porter to reach the field, we should certainly have destroyed Jackson." He enters in his diary for that day the following: "Porter, who received the order carried by myself (this morning at sunrise) to move on Centreville, and a second order at Manassas, turning his course toward Groveton, showed no disposition to assist in the fight at all, but he laid quietly in sight and hearing of the battle all the afternoon. His conduct is indignantly denounced, and there is some talk of a summary arrest."

General Strother says of the battle of August 29th: "Without hesitation or delay all the troops immediately under General Pope's eye were thrown upon the enemy. All day long the roar of musketry and cannon, like the sounding of a mighty gong, invited the absent to a feast of death and glory; all day long the white battle-cloud, visible from hill and plain for twenty miles around, beckoned to laggard and skulker, to the exhausted soldier who had dropped behind his regiment, to the starved chieftain who may have mistaken his way or misunderstood his orders; all day long the anxious commander counted the minutes, and urged his legions to a succession of brilliant but exhausting attacks, vainly listening for the burst from the enemy's right and rear which was to give us the victory."

A Boston Opinion of Inness.

The Boston *Transcript* thus criticises two of Inness's allegorical landscapes now on exhibition.

"Two ideal landscapes by Inness are among the attractions at De Vrie's Gallery, on Tremont street. The pictures are allegorical and imaginative, and in strong contrast as to their themes and treatment. The first, entitled New Jerusalem, is brilliant and glowing with mystical and suggestive beauty. The other, called the Valley of the Shadow of Death, is strong and grand in the simplicity of its partially relieved gloom. As compositions they show originality of conception; and they are executed with force, delicacy and feeling. The former is a landscape of loveliness, making the bright, rich foreground of the just-indicated celestial palaces in the far distance. In this painting there are portions full of sentiment; and in the whole is depicted meadow and stream, grove and upland, touched by the light or lying under soft shadow, and enveloped in a soft atmosphere, and showing poetic design and conscientious work. The latter is cavernous, dark, almost lurid—a solemn, sombre pass, through which the pilgrim makes his toilsome way, guided by the illuminated cross. The attempt of Mr. Inness is a bold one; but it will be granted that he has been successful in introducing into his symbolic representations those qualities of his acknowledged genius and that facility and expressiveness of his rapid pencil, which have placed him among the foremost of our American artists."

A NEW MAGICIAN.—There is a new magician in London named Rubini, one of whose tricks is to cut off the head of a young lady and carry it to the back of the stage, where he unveils it, and where, at his bidding, it addresses to the audience moral and didactic sentences.

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD. PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD. THE PAN-HANDLE ROUTE WESTWARD. 28½ HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS less time than by COMPETING LINE. PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 10.00 P. M., 25¼ HOURS. ONLY ONE NIGHT on the ROUTE. THE WOODRUFF'S celebrated Palace State-Room SLEEPING-CARS run through from PHILADELPHIA to CINCINNATI. Passengers taking the 12.00 M. and 11.00 P. M. Trains, reach CINCINNATI and all points WEST and SOUTH ONE TRAIN IN ADVANCE of all other Routes. Passengers for CINCINNATI, INDIANAPOLIS, ST. LOUIS, CAIRO, CHICAGO, PEORIA, BURLINGTON, QUINCY, MILWAUKEE, ST. PAUL, OMAHA, N. T., and all points WEST, NORTHWEST and SOUTHWEST, will be particular to ask for TICKETS Via PAN-HANDLE ROUTE. To SECURE the UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS "Via PAN-HANDLE," at TICKET OFFICES, N. W. CORNER NINTH and CHESTNUT Streets. J. GIN G. ALLEN, Ticket Agent. NO. 116 MARKET STREET, bet. Second and Front Sts., FRANCIS FUNK, Ticket Agent; And THIRTY-FIRST and MARKET Streets, West Phila., SAMUEL H. WALLACE, Ticket Agent. REMEMBER—Through to Cincinnati, with NO CHANGE, and but ONE to St. Louis and Indianapolis—Via PAN-HANDLE. S. F. SCULL, Gen'l Ticket Agt., Steubenville, Ohio. JOHN H. MILLER, Gen'l East'n Agt., 526 Broadway, N.Y. JOHN E. DODD, Passenger Agt., 116 Market St., Phila.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton, and all the points in the Lehigh and Wyoming Coal regions. Passenger Depot in Philadelphia, N. W. corner of Berks and American streets. SUMMER ARRANGEMENT—NINE DAILY TRAINS.—On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner of Berks and American Streets, daily (Sundays excepted), as follows: At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Scranton, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12.05 A. M.; at Wilkesbarre at 3 P. M.; at Scranton at 4.05 P. M.; at Mahanoy City at 3 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York. At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road. At 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations. At 1.30 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions. Passengers for Greenville take this train to Quakertown. At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown. At 4.00 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington; for Lumberville, at Doylestown. At 5.20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk. At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations. At 11.30 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 8.15 A. M., 2.05 and 8.40 P. M. 2.05 P. M. train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy City and Hazleton. Passengers leaving Easton at 11.20 A. M. arrive in Philadelphia at 2.05 P. M. Passengers leaving Wilkesbarre at 1.30 P. M. connect at Bethlehem at 6.15 P. M., and arrive at Philadelphia at 8.40 P. M. From Doylestown at 8.25 A. M., 5.10 and 7.40 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 11.50 A. M. and 3.05 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Doylestown at 2.45 P. M. Doylestown for Philadelphia at 7.30 A. M. Bethlehem for Philadelphia at 4.30 P. M. Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot. White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

PENNSYLVANIA CENTRAL Railroad.—Winter Time.—Taking effect Oct. 13th, 1867. The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. Those of the Chestnut and Walnut Street Railway run within one square of the Depot. ON SUNDAYS—The Market Street Cars leave Front and Market streets 35 minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut Streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Fast Line & Erie Express	at 12.00 M.
Paoli Accommodation No. 1	at 1.00 P. M.
Harrisburg Accom.	at 2.30 P. M.
Lancaster Accom.	at 4.00 P. M.
Parkesburg Train	at 5.00 P. M.
Western Accom. Train	at 5.45 P. M.
Erie Mail	at 11.15 P. M.
Cincinnati Express	at 8.00 P. M.
Philadelphia Express	at 11.15 P. M.
Paoli Accom. No. 2	at 9.00 P. M.
Accommodation	at 12.00 P. M.

Erie Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, 137 Dock street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 1.10 A. M.
Philadelphia Express	" 7.10 "
Erie Mail	" 9.25 "
Paoli Accom. No. 1	" 8.20 "
Fast Line	" 9.55 "
Parkesburg Train	" 9.40 "
Lancaster Train	" 1.10 P. M.
Erie Express	" 1.10 "
Day Express	" 6.20 "
Paoli Accom. No. 2	" 7.10 "
Harrisburg Accom.	" 9.50 "

For further information, apply to JOHN C. ALLEN, Ticket Agent, 901 Chestnut street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS. On and after MONDAY, Oct. 7th, 1867, trains will leave Depot, Thirty-first and Chestnut streets, as follows: Trains leave Philadelphia for West Chester, at 7.45 A. M., 11.00 A. M., 2.30, 4.15, 4.50, 6.15 and 11.30 P. M. Leave West Chester for Philadelphia, from Depot on E. Market street, 6.25, 7.45, 8.00 and 10.45 A. M., 1.55, 4.50 and 6.55 P. M. Trains leaving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction. Trains leaving Philadelphia at 7.45 A. M. and 4.50 P. M., and leaving West Chester at 8.00 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points. ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M. Leave West Chester 7.55 A. M. and 4.00 P. M. The Depot is reached directly by the Chestnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival. On Sundays the Market street cars leave Front and Market streets thirty-five minutes before each Train leaves the depot, and will connect with each train on arrival, to carry passengers into city. 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 be made for the same. HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains. On and after MONDAY, Oct. 14th, 1867, the Trains on the Philadelphia and Erie Railroad will run as follows: WESTWARD. Mail Train leaves Philadelphia 8.00 P. M.; " " Williamsport 8.05 A. M.; " " arrives at Erie 8.45 P. M. Erie Express leaves Philadelphia 12.00 Noon; " " Williamsport 1.25 A. M.; " " arrives at Erie 9.45 A. M. Elmira Mail leaves Philadelphia 8.00 A. M.; " " Williamsport 6.25 P. M.; " " arrives at Lock Haven 7.45 P. M. EASTWARD. Mail Train leaves Erie 10.40 A. M.; " " Williamsport 11.40 P. M.; " " arr. at Philadelphia 8.55 A. M. Erie Express leaves Erie 4.25 P. M.; " " Williamsport 3.50 A. M.; " " arr. at Philadelphia 1.00 P. M. Elmira Mail leaves Lock Haven 7.10 A. M.; " " Williamsport 8.55 A. M.; " " arr. at Philadelphia 6.10 P. M. Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12.00 M. arrive at Irvineton at 6.40 A. M., and Oil City at 9.50 A. M. Leaving Philadelphia at 8.00 P. M., arrive at Oil City at 4.35 P. M. All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through. ALFRED L. TYLER, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD. CHANGE OF HOURS. FALL ARRANGEMENTS. On and after THURSDAY, September 19th, 1867, trains will leave as follows: Mail 7.30 A. M.; Atlantic Accommodation from Vine street wharf 3.45 P. M.; Freight, with passenger-car attached 9.15 A. M.; Junction Accommodation to Jackson and intermediate stations 5.30 P. M. RETURNING—LEAVE ATLANTIC: Mail 3.42 P. M.; Atlantic Accommodation 5.50 A. M.; Freight, with passenger-car attached 11.40 A. M.; Junction Accommodation to Jackson 6.28 A. M. HADDONFIELD ACCOMMODATION TRAIN: Leaves Vine street 10.15 A. M. and 2.00 P. M.; Leaves Haddonfield 1.00 P. M. and 3.15 P. M. D. H. MUNDY, Agent.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, Sept. 30, 1867, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours: MORNING ACCOMMODATIONS.—At 7.30 A. M. for Reading and all intermediate Stations. Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M. MORNING EXPRESS.—At 8.15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c. &c. This train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c.; and with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c. AFTERNOON EXPRESS—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c. POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.05 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.40 P. M. READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M. Returning, leaves Philadelphia at 5.00 P. M.; arrives in Reading at 7.45 P. M. Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M. Harrisburg accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M., for Philadelphia and all Way Stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M. CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.10 A. M. and 1.00 P. M. NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1 A. M., 1.50 and 10.05 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3 and 5.40 A. M., 9.35 P. M., passing Reading at 4.49 and 7.05 A. M. and 11.40 P. M., arriving at New York 10.10 A. M. and 12.20 P. M. and 5.20 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change. Mail train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 Noon. SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 7, 11.30 A. M., and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.35 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.20 P. M., and from Tremont at 7.35 A. M. and 5.35 P. M. 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 and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates. Excursion Tickets to Philadelphia good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South 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 2,000 miles, between all points, at $52 50 each, for families and firms. Season Tickets, for 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 Tickets from Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, 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. Freight Trains leave Philadelphia daily at 5.30 A. M., 12.45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. 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.

FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf. At 5 A. M., via Camden and Amboy, Accom. $2 25; At 8 A. M., via Camden and Jersey City Express Mail, 3 00; At 2 P. M., via Camden and Amboy Express, 3 00; At 6.00 P. M., via Camden and Amboy, 1st class, 2 25; Accom. and Emigrant, 2d class, 1 30. At 6 A. M. and 2 P. M. for Freehold. At 6, 8 and 10 A. M., and 2, 3.30 P. M. for Trenton. At 6, 8 and 10 A. M., 1, 2, 3.30, 5, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco. At 6 and 10 A. M., 1, 2.30, 5, 6 and 11.30 P. M. for Florence. At 6 and 10 A. M., 1, 3.30, 5, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. At 6 and 10 A. M., 1, 3.30, 6 and 11.30 P. M. for Fish House. The 1 and 11.30 P. M. Lines will leave from foot of Market street, by upper ferry. Lines from Kensington Depot will leave as follows: At 11 A. M., 4.30 P. M. and 12 M. (night) via Kensington and Jersey City, New York Express Lines, $3 00. At 8, 10.15 and 11.00 A. M., 3.30, 3.30, 4.30, 5 P. M., and 12 M. for Trenton and Bristol. At 8 and 10.15 A. M., 2.30, 5 and 12 P. M. for Morrisville and Tullytown. At 8.00 and 10.15 A. M., 2.30, 4.30, 5 and 12 P. M. for Schencks. At 10.15 A. M., 2.30 and 5 P. M. for Eddington. At 7.30 and 10.15 A. M., 3.30, 4.15, 5 and 12 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations. BELVIDERE DELAWARE RAILROAD LINES—from Kensington Depot. At 8.00 A. M., for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 8.00 A. M. and 3.30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c. At 5 P. M. for Lambertville and intermediate Stations. From West Philadelphia Depot, via connecting Rail way. At 9 A. M., 1.30 and 6.30 P. M. Washington and New York Express Lines, via Jersey City $3 25. The 6.30 P. M. Line run daily. All others, Sunday excepted. For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars on Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 6.30 P. M. line. Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract. Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge. An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residence or hotel to destination, by Union Transfer Baggage Express. Lines from New York for Philadelphia will leave from foot of Courtland street at 1.00 and 4.00 P. M., via Jersey City and Camden. At 7.00 A. M., 6.30 P. M. and 12 night via Jersey City and Kensington. At 10.00 A. M. and 12 M. and 5.00 P. M., via Jersey City and W. Philadelphia. From Pier No. 1, N. River, at 6 A. M. and 2, 4 P. M., via Amboy and Camden. Oct. 21, 1867. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing Monday, Sept. 30th, 1867. 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 with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express train at 12.00 M. (Sundays excepted) for Baltimore and Washington. Express Train at 5.30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11.00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware R. R. line, stopping at New Castle, Middleton, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Fortress Monroe, Norfolk, Portsmouth and the South. Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11.00 P. M. train. Wilmington Trains stopping at all stations between Philadelphia and Wilmington: Leave Philadelphia at 11.00, 4.30, 6.00 and 11.30 (daily) P. M. The 4.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations. The 6.00 P. M. train runs to New Castle. Leave Wilmington 7.00 and 8.00 A. M. and 4.00 and 6.30 (daily) P. M. From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.15 P. M., Express. 6.35 P. M., Express. 8.55 P. M., Express. SUNDAY TRAINS FROM BALTIMORE leave Baltimore at 8.55 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also stops at North-East, Elkton and Newark to take passengers for Philadelphia, and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through tickets to all points West, South and Southwest may be procured at Ticket-office, 828 Chestnut 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.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Winter Arrangements. On and after Monday, Oct. 7th, 1867, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets, (West Philada.), at 7.45 A. M., and 4.50 P. M. Leave Rising Sun, at 5.45, and Oxford at 6.30 A. M., and leave Oxford at 3.25 P. M. A Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11.05 A. M., Oxford at 11.45 M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays train leaves Philadelphia at 2.30 P. M., run through to Oxford. The Train leaving Philadelphia at 7.45 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia. The Train leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Md. Passengers 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 a special contract be made for the same. HENRY WOOD, Genera' Sup't.

WEST JERSEY RAILROAD LINES. FROM FOOT OF MARKET STREET, (UPPER FERRY), COMMENCING TUESDAY, SEPT. 17, 1867. Trains will leave as follows: For Bridgeton, Salem, Vineland, Millville and intermediate Stations, at 8.00 A. M. Mail, 3.00 P. M. Passenger. For Cape May 3.30 P. M. West Jersey Freight Train leaves Camden at 12.00 noon. Freight will be received at Second Covered Wharf below Walnut street, from 7 A. M. until 6 P. M. Freight received before 9 A. M. will go forward the same day. Freight Delivery, No. 228 South Delaware avenue. WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Wednesday, May 1, 1867. FOR GERMANTOWN. Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M.; 1, 2, 3.15, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8.20 down train, and the 3½ and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P. M. Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9 and 11 P. M. Leave Chestnut Hill—7.10 minutes, 8, 9.40 and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M. Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia—6, 7¾, 9, 11.05 A. M.; 1½, 3, 4¾, 5¾, 6.15, 8.05 and 11¾ P. M. Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4¾, 6.15 and 8½ P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Norristown—7 A. M.; 1½ and 9 P. M. FOR MANAYUNK. Leave Philadelphia—6, 7¾, 9, 11.05 A. M.; 1½, 3, 4¾, 5¾, 6.15, 8.05, 9¼ and 11½ P. M. Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¼, 8½ and 10½ P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Manayunk—7½ A. M.; 1½, 6 and 9½ P. M. W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

RARITAN AND DELAWARE BAY Railroad.—Resumption of Summer Travel to NEW YORK AND LONG BRANCH. FARE TO NEW YORK, $3 00. FARE TO LONG BRANCH, $3 00. EXCURSION TICKETS TO LONG BRANCH, good for one week, $3 00. Through, without change of cars, to Long Branch, in FOUR AND A HALF HOURS. On and after Monday, May 13th, 1867, the Express line will leave Philadelphia from Vine Street Ferry at 7.45 A. M. Returning, leave New York from Pier 30, foot of Duane street, at 11.15 A. M., and Long Branch at 12.55 P. M. The Saturday 4.15 P. M. train for Long Branch is discontinued. FAST FREIGHT LINE FOR NEW YORK. Freight left at the Warehouse, No. 320 North Delaware avenue, before 5 o'clock P. M. will reach New York early next morning. Rates low and quick time uniformly made. Way Freight Train leaves Cooper's Point at 9.30 A. M. Tickets for New York and Long Branch can be procured at the office of the Philadelphia Local Express Company, 625 Chestnut street. R. H. CHIPMAN, Agent, 320 North Delaware avenue. W. S. SNEEDEN & CO., Lessees.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points. Goods delivered at the Through Freight Depot, S. E. cor. of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M., of the succeeding day. ELLIS CLARK, Agent.

CAMDEN AND BURLINGTON County Railroad.—On and after Monday, October 21st, 1867, trains will leave from foot of Market street (Upper Ferry) for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham and Pemberton at 10.30 A. M. and 4.30 P. M. RETURNING. Leave Pemberton at 7.55 A. M. and 2.05 P. M. Leave Mount Holly at 8.17 A. M. and 2.27 P. M. Leave Moorestown at 8.42 A. M. and 2.53 P. M. C. SAILER, Superintendent.

INSURANCE.

1829—CHARTER PERPETUAL.

FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, Nos. 435 and 437 Chestnut Street.

Assets on January 1, 1867, **$2,553,146 13.**

Capital	$400,000 00
Accrued Surplus	946,719
Premiums	1,206,432 15

UNSETTLED CLAIMS, $27,431 18. INCOME FOR 1867, $325,000.

Losses Paid Since 1829 Over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS. Chas. N. Bancker, Tobias Wagner, Samuel Grant, Geo. W. Richards, Isaac Lea, Geo. Fales, Alfred Fitler, Fras. W. Lewis, M. D., Peter McCall, Thomas Sparks. CHARLES N. BANCKER, President. GEO. FALES, Vice-President. JAS. W. McALLISTER, Secretary pro tem. fe12

PROVIDENT LIFE AND TRUST COMPANY OF Philadelphia. No. 111 South FOURTH street. INCORPORATED 3d MONTH, 22d, 1865. CAPITAL, $150,000, PAID IN. Insurance on Lives, by Yearly Premiums; or by 5, 10 or 20-year premiums, Non-forfeiture. Endowments, payable at a future age, or on prior decease by Yearly Premiums, or 10-year Premiums—both Non-forfeiture. Annuities granted on favorable terms. Term Policies. Children's Endowments. This Company, while giving the insured the security of a paid-up Capital, will divide the entire Profits of the Life business among its Policy holders. Moneys received at interest, and paid on demand. Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities under appointment of any Court of this Commonwealth or of any person or persons, or bodies politic or corporate. DIRECTORS. Samuel R. Shipley, Joshua H. Morris, Richard Wood, Richard Cadbury, Henry Haines, T. Wistar Brown, Wm. C. Longstreth, William Hacker, Charles F. Coffin. SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary. THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.

PHENIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 1804—CHARTER PERPETUAL. No. 224 Walnut street, opposite the Exchange. In addition to Marine and Inland Insurance this Company insures from loss or damage by Fire, on liberal terms, on buildings, merchandise, furniture, &c., for limited periods, and permanently on buildings by deposit or premium. The Company has been in active operation for more than sixty years, during which all losses have been promptly adjusted and paid. DIRECTORS. John L. Hodge, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thos. H. Powers, A. R. McHenry, Edmond Castillon, Samuel Wilcox, Louis C. Norris. JOHN R. WUCHERER, President. SAMUEL WILCOX, Secretary.

AMERICAN FIRE INSURANCE COMPANY, INCORPORATED 1810.—Charter perpetual. No. 310 WALNUT street, above Third, Philada. Having a large paid-up Capital Stock and Surplus invested in sound and available Securities, continue to insure on dwellings, stores, furniture, merchandise, vessels in port, and their cargoes, and other personal property. All losses liberally and promptly adjusted. DIRECTORS. Thomas R. Maris, John Welsh, Patrick Brady, John T. Lewis, James R. Campbell, Edmund G. Dutilh, Charles W. Poultney, Israel Morris, John P. Wetherill. THOMAS R. MARIS, President. ALBERT C. L. CRAWFORD, Secretary.

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA Fire Insurance Company—Incorporated 1825—Charter Perpetual—No. 510 Walnut street, opposite Independence Square. This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire, on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund, is invested in a most careful manner, which enables them to offer to the insured an undoubted security in the case of loss. DIRECTORS. Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robins, Daniel Haddock, Jr., John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell. DANIEL SMITH, Jr., President. WILLIAM G. CROWELL, Secretary.

JEFFERSON FIRE INSURANCE COMPANY OF PHILADELPHIA.—Office, No. 24, North Fifth street, near Market street. Incorporated by the Legislature of Pennsylvania. Charter Perpetual. Capital and Assets, $150,000. Make Insurance against Loss or Damage by Fire on Public or Private Buildings, Furniture, Stocks, Goods and Merchandise, on favorable terms. DIRECTORS. George Erety, August C. Miller, John F. Belsterling, Henry Troemner, Wm. McDaniel, Christopher H. Miller, Frederick Starke, Jonas Bowman, Frederick Doll, Jacob Schandler, Samuel Miller, Edward P. Moyer, Adam J. Glass, Israel Peterson, Frederick Ladner. GEORGE ERETY, President. JOHN F. BELSTERLING, Vice President. PHILIP E. COLEMAN, Secretary.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835. Office, S. E. corner Third and Walnut streets, Philadelphia. MARINE INSURANCES, on vessels, cargo and freight, to all parts of the world. INLAND INSURANCES, on goods, by river, canal, lake and land carriage, to all parts of the Union. FIRE INSURANCES on merchandise generally. On Stores, Dwelling Houses, &c. ASSETS OF THE COMPANY November 1, 1866.

$100,000	United States Five per cent. Loan, 1871	$114,000 00
120,000	United States Six per cent. Loan, 1881	136,500 00
200,000	United States 7 3-10 per cent. Loan, Treasury Notes	211,500 00
125,000	City of Philadelphia Six per cent. Loan (exempts)	126,562 50
54,000	State of Pennsylvania Six per cent. Loan	54,700 00
45,000	State of Pennsylvania Five per cent. Loan	44,620 00
50,000	State of New Jersey Six per cent. Loan	50,750 00
20,000	Pennsylvania Railroad First Mortgage 6 per cent. Bonds	20,500 00
25,000	Pennsylvania Railroad Second Mortgage 6 per cent. Bonds	24,250 00
25,000	Western Pennsylvania Railroad Six per cent. Bonds (Penna. R. R. guarantee)	20,750 00
30,000	State of Tennessee Five per cent. Loan	18,000 00
7,000	State of Tennessee Six per cent. Loan	5,040 00
15,000	300 shares stock Germantown Gas Company, principal and interest Guaranteed by the city of Philadelphia	15,000 00
7,150	143 shares stock Pennsylvania Railroad Company	8,258 25
5,000	100 shares stock North Pennsylvania Railroad Company	3,950 00
20,000	80 shares stock Philadelphia and Southern Mail Steamship Company	20,000 00
195,900	Loans on Bonds and Mortgage, first liens on city property	195,900 00
1,045,050	Par. Market value	$1,070,280 75
	Cost, $1,030,552 05.	
	Real Estate	36,000 00
	Bills Receivable for insurances made	27,637 22
	Balance due at Agencies.—Premiums on Marine Policies—Accrued Interest and other debts due the Company	38,923 98
	Scrip and Stock of sundry Insurance and other Companies, $5,173. Estimated value	3,930 00
	Cash in Bank $41,102 25	
	in Drawer 447 26	41,549 80
		$1,407,321 56

This being a new enterprise, the par is assumed as the market value. Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Samuel E. Stokes, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvaine, Jacob Riegel, George W. Bernadou, John B. Semple, Pittsburgh, A. B. Berger, Pittsburgh, D. T. Morgan, Pittsburgh. THOMAS C. HAND, President. JOHN C. DAVIS, Vice President. HENRY LYLBURN, Secretary.

THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA. Incorporated in 1841. Charter Perpetual. Office, No. 308 Walnut street. CAPITAL $300,000. Insures against loss or damage by FIRE, on Houses, Stores and other Buildings, limited or perpetual, and on Furniture, Goods, Wares and Merchandise in town or country. LOSSES PROMPTLY ADJUSTED AND PAID. Assets $398,195 59. Invested in the following Securities, viz.:

First Mortgages on City Property, well secured	$120,600 00
United States Government Loans	122,000 00
Philadelphia City 6 per cent. Loans	60,000 00
Pennsylvania $3,000,000 6 per cent. Loan	21,000 00
Pennsylvania Railroad Bonds, first and second Mortgages	35,000 00
Camden and Amboy Railroad Company's 6 per cent. Loan	6,000 00
Philadelphia and Reading Railroad Company's 6 per cent. Loan	5,000 00
Huntingdon and Broad Top 7 per cent. mortgage bonds	4,560 00
County Fire Insurance Company's Stock	1,050 00
Mechanics' Bank Stock	4,000 00
Commercial Bank of Pennsylvania Stock	10,000 00
Union Mutual Insurance Company's Stock	380 00
Reliance Insurance Company of Philadelphia's Stock	3,250 00
Cash in Bank and on hand	7,865 59
	$398,195 59

Worth this date at market price $418,074. DIRECTORS. Clem. Tingley, Wm. Musser, Samuel Bispham, H. L. Carson, Isaac F. Baker, Wm. Stevenson, Benj. W. Tingley, Marshall Hill, Charles Leland, Thomas H. Moore, Samuel Castner, Alfred English, James T. Young. CLEM. TINGLEY, President. THOMAS C. HILL, Secretary. PHILADELPHIA, December 1, 1866.

FIRE ASSOCIATION OF PHILADELPHIA. Office, No. 34 N. Fifth street. Incorporated March 27, 1820. Insure Buildings, Household Furniture and Merchandise generally, from Loss by Fire (in the City of Philadelphia only.) Statement of the Assets of the Association published in compliance with the provisions of an Act of Assembly of April 5th, 1842.

Bonds and Mortgages on Property in the City of Philadelphia only	$941,366 17
Ground Rents (in Philadelphia only)	20,148 31
Real Estate	28,036 23
U. S. Government (5-20) loan	45,000 00
U. S. Treasury Notes	5,890 00
Cash in banks	44,552 53
Total	$1,085,063 24

TRUSTEES. Wm. H. Hamilton, John Souder, Peter A. Keyser, John Phillbin, John Carrow, George I. Young, Joseph R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster. WM. H. HAMILTON, President. SAMUEL SPARHAWK, Vice President. WM. T. BUTLER, Secretary.

THE COUNTY FIRE INSURANCE COMPANY.—Office, No. 110 South Fourth street, below Chestnut. "The Fire Insurance Company of the County of Philadelphia," Incorporated by the Legislature of Pennsylvania in 1839, for indemnity against loss or damage by fire, exclusively. CHARTER PERPETUAL. This old and reliable institution, with ample capital and contingent fund carefully invested continues to insure buildings, furniture, merchandise, &c., either permanently or for a limited time, against loss or damage by fire, at the lowest rates consistent with the absolute safety of its customers. Losses adjusted and paid with all possible despatch. DIRECTORS. Chas. J. Sutter, Henry Budd, John Horn, Joseph Moore, George Mecke, Andrew H. Miller, James M. Stone, Edwin L. Reakirt, Robert V. Massey, Jr., Mark Devine. CHARLES J. SUTTER, President. BENJAMIN F. HOECKLEY, Secretary and Treasurer.

AMERICAN MUTUAL INSURANCE COMPANY.—Office Farquhar Building, No. 228 Walnut street. Marine and Inland Insurances. Risks taken on Vessels, Cargoes and Freights to all parts of the world, and on goods on inland transportation on rivers, canals, railroads, and other conveyances throughout the United States. WILLIAM CRAIG, President. PETER CULLEN, Vice President. ROBERT J. MEE, Secretary. DIRECTORS. William Craig, Peter Cullen, John Dallett, Jr., William H. Merrick, Gillies Dallett, Benj. W. Richards, Wm. M. Baird, Henry C. Dallett, Wm. T. Lowber, J. Johnson Brown, Samuel A. Rulon, Charles Conrad, Henry L. Elder, S. Rodman Morgan, Pearson Serrill.

ANTHRACITE INSURANCE COMPANY.—CHARTER PERPETUAL. Office, No. 311 WALNUT street, above Third, Philad'a. Will insure against Loss or Damage by Fire, on Buildings, either perpetually or for a limited time, Household Furniture and Merchandise generally. Also, Marine Insurance on Vessels, Cargoes and Freights. Inland Insurance to all parts of the Union. DIRECTORS. Wm. Esher, D. Luther, Lewis Audenried, John R. Blakiston, Davis Pearson, Peter Sieger, J. E. Baum, Wm. F. Dean, John Ketcham, John B. Heyl. WM. ESHER, President. WM. F. DEAN, Vice President. WM. M. SMITH, Secretary.

FAME INSURANCE COMPANY, NO. 406 CHESTNUT street, PHILADELPHIA. FIRE AND INLAND INSURANCE. DIRECTORS. Francis N. Buck, Charles Richardson, Henry Lewis, Robert Pearce, P. S. Justice, Geo. A. West, John W. Everman, Robert B. Potter, Jno. Kessler, Jr., E. D. Woodruff, Chas. Stokes, Jos. D. Ellis. FRANCIS N. BUCK, President. CHAS. RICHARDSON, Vice Preside. W. I. BLANCHARD, Secretary.

EXCURSIONS.

FARE TO WILMINGTON, 15 CTS.

CHESTER OR HOOK, 10 CTS.

On and after TUESDAY, Oct. 1st, the steamers Ariel and Felton will leave Chestnut Street Wharf at 9 A. M., and 2 P. M. Returning—leaves Wilmington at 7 A. M., and 12.30 P. M. Fare to Wilmington, 15 cts.; Excursion Tickets, 25 cts. Fare to Chester or Hook, 10 cts.

FALL ARRANGEMENT. CHANGE OF HOUR. On and after Wednesday, October 23d, the steamer ELIZA HANCOX will leave first dock, second wharf above Arch street, Philadelphia, at 10 A. M. and 3.30 P. M. Returning, will leave Wilmington, Del., at 7 A. M. and 12.45 P. M. L. W. BURNS, Captain.

UP THE RIVER—DAILY EXCURSIONS to Burlington and Bristol—Touching each way at Riverton, Torresdale, Andalusia and Beverly. The splendid Steamboat JOHN A. WARNER leaves Philadelphia, Chestnut street wharf, at 2 o'clock, P. M. Returning, leaves Bristol at 7 o'clock A. M. Fare 25 cts. each way. Excursion 40 cts.

HORTICULTURAL.

CHOICE BULBOUS FLOWERING ROOTS. Hyacinths, Tulips, Crocus, Narcissus, Iris, Japan Lillies, &c. Catalogues gratis. COLLINS, ALDERSON & CO., Seed Growers' Warehouse, Nos. 1111 and 1113 Market street, Philadelphia, Pa.

LEGAL NOTICES.

IN THE SUPREME COURT OF PENNSYLVANIA for the Eastern District. In equity. THOMAS McELRATH, et al., vs. THE PITTSBURGH AND STEUBENVILLE RAILROAD COMPANY, et al., of January Term, 1866. No. 49. Whereas, The Pittsburgh and Steubenville Railroad Company, by a mortgage bearing date the first day of August, A. D. 1856, and duly recorded, did grant, assign and convey unto Thomas McElrath, his successors and assigns, the whole of the railroad, together with the lands, depots, grounds and buildings situate between and at the terminii of their railway at the City of Pittsburgh, and the boundary line of the State of Virginia, in the counties of Allegheny and Washington, in the State of Pennsylvania, and also all the property and franchises of the said Company, thereafter to be derived to them from the use of the said road, or any part thereof; and also all the cars, engines, locomotives, tenders, horses or other things used in the business and management of the said railroad, to have and to hold all and singular the premises hereby granted unto the said Thomas McElrath, his heirs, executors, administrators and assigns, in trust nevertheless, for the benefit of the holders of bonds of the said Company, to the amount of one million of dollars, viz.: one thousand bonds for one thousand dollars each, of even date with the said mortgage, and for the better securing the same with the principal and interest thereof. And whereas, it was provided in the said mortgage that any other real estate situate as aforesaid, and any personal estate whereof shall or might be thereafter purchased, and all improvements made thereon, should be deemed held and taken to be part of the mortgaged premises. And whereas, by a decree entered by the Supreme Court of Pennsylvania in the above entitled cause, it was declared that the said mortgage was the first lien upon the railroad, tolls, franchises, property, income, estates and premises therein mentioned, referred to or described, and it was ordered that on default being made by the Pittsburgh and Steubenville Railroad Company in the payment within the period fixed by the said decree of the amount ascertained to be due and payable on the bonds secured by the said mortgage, the railroad property, estates, premises, appurtenances and franchises conveyed by the said mortgage, including all the estate, right, title, interest, claim and demand of the said Pittsburgh and Steubenville Railroad Company, of and in that portion of the railroad operated and run by the said Company through their lessees in the State of West Virginia, between the boundary line of the State of Pennsylvania, at the easterly end, and the river Ohio at the westerly end, which passed to the said Thomas McElrath under and by force of the terms and intent of the said mortgage, should be exposed to sale by public vendue or outcry as one entire lot in the City of Pittsburgh, by the said Thomas McElrath, to whom all needful authority for that purpose was thereby given, upon the terms and conditions therein mentioned and hereinafter set forth. And whereas, Default has been made by the said Pittsburgh and Steubenville Railroad Company in the payment as aforesaid of the said amount. Now therefore, notice is hereby given that under and by virtue of the said decree, I, the said Thomas McElrath, therein named, will, on WEDNESDAY, the sixth day of November, A. D. 1867, at 12 o'clock M., at the Court House in the City of Pittsburgh, expose to public sale by vendue or outcry, the whole of the railroad, together with the lands, depots, grounds and buildings situate between and at the terminii of the railway of the Pittsburgh and Steubenville Railroad Company, at the City of Pittsburgh, and the boundary line of the State of West Virginia, in the counties of Allegheny and Washington, in the State of Pennsylvania, and also all the property and franchises of the said Company, derivable from the use of travel on their said road, or any part thereof, and also all the cars, engines, locomotives, tenders, horses or other things used in the business or management of the said railroad, and also all the estate, right, title, interest, claim and demand of the said Company, of and in that portion of the railroad operated and run by the said Company through their lessees in the State of West Virginia, between the boundary line of the State of Pennsylvania, at the easterly end, and the river Ohio, at the westerly end, which passed to the said Thomas McElrath, under and by force of the terms and intent of the said mortgage.

And generally, all the lands, rights of way, railways, rails, bridges, culverts, trestle-works, buildings, structures, machinery, stations, depots, depot grounds, hereditaments and appurtenances, personal estate of every kind and description, corporate rights and franchises granted, assigned and conveyed by the said mortgage, or intended so to be.

The railway above described, as situate in the counties of Allegheny and Washington, in the State of Pennsylvania, begins on the south side of the Washington turnpike road, in the borough of South Pittsburgh, on the south side of the Monongahela river, opposite the City of Pittsburgh, at its point of connection with the Pittsburgh and Steubenville extension of the Pennsylvania Railroad, and extends for a distance of about thirty-three miles to the western boundary line of the State, where it connects with the railroad in the State of West Virginia, above referred to, which latter railroad extends from the said point of connection through the State of West Virginia, to a point reaching the easterly side of the Ohio river, nearly opposite the town of Steubenville, in the State of Ohio, and there connects with a railroad crossing the Ohio river, on the bridge there constructed.

TERMS OF SALE.

The property will be struck off to the highest and best bidder, upon his signing the conditions of sale. Twenty-five thousand dollars of the purchase money shall be paid in cash, and the balance within twenty days thereafter. Provided, however, that if the purchaser or purchasers are the holders of bonds and matured coupons, or either, secured by the aforesaid first mortgage, he or they may receipt to the said Thomas McElrath for the dividend of said balance of purchase money, payable on the said bonds or any coupons thereof, or either; the sum thus receipted for to be considered as paid in cash on account of the said purchase money, the said bonds or coupons to be delivered at the time of such receipt to the said Thomas McElrath, and to be returned by him to the holders after the dividend thus receipted for shall have been endorsed thereon, their maturity, to be added to the principal in estimating the dividend payable thereon. In case the terms of sale are not complied with by the bidder to whom the property has been struck off, the next highest bidder, at the sale, who shall have signed the conditions thereof, shall have the option of taking the property at his bid, upon paying or securing in the manner aforesaid for the amount thereof, within ten days after the expiration of the aforesaid twenty days from the day of sale.

When the purchase money shall have been paid or receipted for, and the sale confirmed by the Court, the said Thomas McElrath will execute and deliver to the purchaser or purchasers a good and sufficient deed or deeds conveying the premises unto him or them in fee simple. THOMAS McELRATH, Trustee. au29-th,10t

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of ALEXANDER H. JULIAN, deceased.—The Auditor appointed by the Court to audit, settle and adjust the third and final account of THOMAS T. MASON and WILLIAM K. HEMPHILL, Executors of the last Will and Testament of ALEXANDER H. JULIAN, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Thursday, November 7th, at 4 o'clock P. M., at his office, No. 212 South Fifth street, in the city of Philadelphia. oc24,26,28,30,nov1§ JAMES LYND, Auditor.

EASTERN DISTRICT OF PENNSYLVANIA, ss.—In Bankruptcy.—At Philadelphia, the 23d day of October, A. D. 1867. The undersigned hereby gives notice of his appointment as assignee of JEREMIAH M. GALT, of the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, within said district, who has been adjudged bankrupt upon his own petition, by the District Court of said district. GEORGE TUCKER BISPHAM, Assignee, No. 524 Walnut street. To the creditors of said bankrupt. oc24-3t.

IN THE DISTRICT COURT FOR THE CITY AND County of Philadelphia.—SAMUEL BLUM, HENRY RAU and JOSEPH RAU, trading as BLUM, RAU & CO., vs. HENRY C. BROLASKEY. Al. fa. June Term, 1867. No. 13.—The Auditor appointed by the Court to distribute the fund arising from the sale under the above writ, will attend to the duties of his appointment on Monday, the 4th day of November next, at 4 o'clock P. M., at his office, No. 708 Walnut street, in the city of Philadelphia, when and where all persons interested are required to present their claims or be debarred from coming in upon said fund. JOHN G. JOHNSON, Auditor. oc18-10t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JAMES CASEY, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of PATRICK GORMAN, Executor of the last will and testament of JAMES CASEY, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Monday, the 4th day of November, 1867, at 4 o'clock P. M., at his Office, No. 619 Walnut street, Room No. 13, in the City of Philadelphia. oc23-th s tu 5t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JOHN SCHERER.—The Auditor appointed by the Court to audit, settle and adjust the account of CAROLINE GLENTZ, Administratrix of the estate of JOHN SCHERER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Monday, October 28th, 1867, at 3 o'clock P. M., at his office, No. 221 South Fifth street, in the city of Philadelphia. J. GRANVILLE LEACH, Auditor. oc17-th,s,tu,5t§

IN THE ORPHANS' COURT FOR THE CITY AND county of Philadelphia.—Estate of JOHN POTTER, deceased.—The Auditor appointed by the Court to audit, settle and adjust the second and final account of STEPHEN A. CALDWELL and HENRY C. POTTER, Executors of the Estate of JOHN POTTER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Thursday, October 31st, A. D. 1867, at 4 o'clock P. M., at the office of WILLIAM B. HANNA, Esq., No. 204 South Fifth street, Room No. 10, in the city of Philadelphia. oc19-s,tu,th5t*

ESTATE OF SATURNUS DESTOUET, DECEASED.—Letters Testamentary upon the estate of SATURNUS DESTOUET, deceased, having been granted to the undersigned, all persons indebted to said estate will make payment, and those having claims against the same will present them to JOHN B. DESTOUET, J. RINGGOLD WILMER, Executors, No. 227 Chestnut street, or C. GUILLOU, their Attorney, No. 815 Walnut street. oc17-th-6t§

LETTERS OF ADMINISTRATION—UPON THE ESTATE of HENRY F. HEBERTON, dec'd, having been granted to the undersigned, all persons indebted to the said estate will make payment, and those having claims will present them to ROBT. G. WHITE, 321 Locust street, or to his Attorney, GEO. JUNKIN, Jr., S. E. corner of Sixth and Walnut streets. se19-th 6t§

NEW PUBLICATIONS.

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