TELEGRAPHIC SUMMARY.

MR. GLADSTONE has concluded his personal canvass in South Lancashire.

IT is thought in Washington that Gen. Grant will return from the West in about two weeks.

THE First National Bank of Pittsburgh has decreased its security for public deposits to $50,000.

THE official majority for the Republican State ticket in Ohio is 17,362.

THE Treasury Department yesterday received a specimen of cannel coal from Alaska.

CHARLES E. GILBERT, a murderer, sentenced to the Connecticut State prison for life, escaped yesterday.

THE Swedish Polar expedition has returned home after penetrating to eighty-two degrees north latitude.

IT is believed that the Disraeli Ministry will not resign unless a large majority of Liberals are elected to the next House of Commons.

THE ferry boat King's County was burned to the water's edge, at New York, last night. Loss, $70,000; insured.

THE Republican Congressional Executive Committee have circulated 4,000,000 documents during the campaign.

CHIEF JUSTICE CHASE denounces as a forgery the letter alleged to have been written by him on the 17th instant to Alexander Long.

THE champion match between the Mutual and Atlantic Base Ball Clubs at New York yesterday, was won by the Mutuals, the score being 21 to 17.

FOR the week ending the 3d proximo, 252 patents will be issued from the Patent Office. Last week 380 applications and 40 caveats were filed.

IN addition to his present duties, Brevet Major General Ingalls has been appointed Chief Quartermaster of the Military Division of the Atlantic.

THE Revenue Supervisors for Virginia and West Virginia left Washington yesterday for Richmond, to make a thorough examination of revenue matters in those districts.

UNITED STATES Treasurer Spinner has written a letter reviewing Horatio Seymour's late speech at Rochester. Mr. Spinner charges Mr. Seymour with having made gross misstatements with regard to the distribution of the national currency.

POLITICAL.

Official Vote of the Congressional Districts.

HARRISBURG, Oct. 26.—The official returns of the Congressional election in this State were completed in the office of the Secretary of the Commonwealth this afternoon. The following are the majorities:

1st District—Samuel J. Randall (Dem.)	6337
2d District—Charles O'Neill (Rep.)	2620
3d District—John Moffett (Dem.)	127
4th District—Wm. D. Kelley (Rep.)	1859
5th District—John R. Reading (Dem.)	41
6th District—John D. Stiles (Dem.)	2679
7th District—Washington Townsend (Rep)	3290
8th District—J. Lawrence Getz (Dem)	6266
9th District—Vacancy, O. J. Dickey (Rep)	6311
Regular term, O. J. Dickey (Rep)	6319
10th District—Henry L. Cake (Rep)	225
11th District—D. M. Van Auken (Dem)	7605
12th District—Geo. W. Woodward (Dem)	1789
13th District—Ulysses Mercur (Rep)	811
14th District—John B. Packer (Rep)	2696
15th District—Richard J. Haldeman (Dem)	3299
16th District—John Cessna (Rep.)	144
17th District—Daniel J. Morrell (Rep.)	1094
18th District—Wm. H. Armstrong (Rep.)	2028
19th District—Glenni W. Scofield (Rep.)	2548
20th District—Vacancy, S. N. Pettus (Rep.)	1516
Regular, C. W. Gilfillan (Rep.)	1812
21st District—Henry D. Foster (Dem.)	41
22d District—James S. Negley (Rep.)	4479
23d District—Darwin Phelps (Rep)	5049
24th District—Joseph B. Donley (Rep.)	1123

The Conference Judges of the Twenty-first District having split, and sent in two returns, the Governor is holding the matter under advisement as to the certificate. The majority in this district is not from the Conference Judges' returns, but from the several county judges' returns.—*Inquirer.*

The Rebel Outrages in Louisiana.

[The following despatch from the Associated Press was very evidently written by a rebel, and his statements in regard to negro outrages and Radical schemes are wholly unreliable.]

NEW ORLEANS, Oct. 26.—The city has all day been filled with excited rumors of trouble in St. Bernard parish, adjoining New Orleans, below the city. From information brought to headquarters by the Sheriff of the parish and others, it appears that a difficulty occurred yesterday on the occasion of a public display by a couple of Democratic clubs, in which one white man was wounded and two negroes killed, one being a member of the new metropolitan police force.

At night the negroes congregated and proceeded in a body to the house of a Spanish baker, killing him, his son and sister-in-law, and burning his house, his wife escaping with a child in her arms. Two other houses are reported burned, at one of which four children are reported killed. The rumors are various and conflicting as to the extent of the outrages. Many white inhabitants deserted their houses last night and fled to this city.

Early this morning upon the first notification of trouble General Buchanan ordered a company of infantry to march down to the river. Later in the day he despatched another company of the First Infantry on the steamer Ella Moore, instructing the officers in charge to arrest all ringleaders of disturbances who could be found. It is currently reported this evening that the first body of infantry were attacked, but by whom is not ascertained. Staff officers have been despatched to investigate the matter.

When the rumors spread this morning, large numbers of white men congregated on the levee in the lower part of the city and chartered three steam tugs to convey them to the scene of action, but were prevented from leaving the city by order of Gen. Rousseau, as the number of troops sent were sufficient to enforce order. The disturbed condition of affairs deterred the internal revenue officials from entering the parish to-day in discharge of their duties.

Prominent members of both political parties had an interview with General Rousseau to-day and mutually agreed to discountenance and prevent as far as possible any further political demonstrations. General Rousseau intends removing all the troops in the vicinity into the city to prevent a recurrence of the scenes of Saturday night.

The recent disturbances demonstrated the utter helplessness of the civil government. No effort on its part was apparent until the appearance of the soldiers on the ground. On Saturday night, for two hours after the riot on Canal street, not a single policeman was to be seen, though a number were congregated on St. Charles street, within four blocks of the scene. The Metropolitan Police law is now in operation, and the force as organized comprises a very large proportion of negroes.

Registration closed on Saturday, and foots up in this city 43,000. The largest vote ever polled here before was 29,000. An effort will be made by prominent Radicals to have martial law declared in the State, thinking thus to prevent an election. It is most probable, however, if the State is placed under martial law, General Rousseau will order the election to proceed.

It is rumored to-night, also, that the Radicals contemplate allowing the election to go by default, and have the vote of the State thrown out on the same ground. Several club parades which were advertised by both parties to-night will probably not come off. Two companies of infantry are stationed at the Custom House tonight, and a body of cavalry have just passed down town. There is no reason to expect further trouble to-night.

NEW ORLEANS, Oct. 26—Evening.—To-night, about 8 o'clock, several white clubs marched from various parts of the city, under their officers, armed with every conceivable weapon, formed quietly in perfect order in Lafayette Square and on the streets around the City Hall, and the officers waited on the Mayor and tendered their services to patrol the streets. Not a negro policeman and very few white ones have been seen on the streets, especially in the outskirts of the city, since Saturday night. The Mayor informed them that he had no occasion for their services, as General Rousseau had informed him that he would take charge of the peace of the city.

To-night a crowd of several thousand persons assembled around the steps of the City Hall, where they were addressed by General Steadman, State Senator Ogden, Mayor Conway, Harry T. Hays and Sheriff Maxwell, by all of whom they were advised to retire peaceably to their homes. General Steadman and Senator Ogden stated that Governor Warmouth had to-day waited on General Rousseau and tendered him the entire control of the State government, which General Rousseau declined, but to-night, in view of the threatening aspect of affairs, he ordered the troops to patrol the city, and they are now disposed all over the city, comprising all branches of the service.

Harry T. Hays, in his speech, stated that the Superintendent of Police, Mr. Williamson, had waited on the Police Board and informed them that he had stricken the name of every negro off the police rolls; if his action were not concurred in it would be utterly impossible to preserve peace in the city. The Police Board itself is partly composed of negroes, but they had no alternative but to acquiesce.

Sheriff Maxwell advised the crowd to go home peaceably, and said if needed he would summon them. After the conclusion of the addresses the clubs generally dispersed. Since dark not a negro has been seen on the streets, and the localities where they usually congregate were deserted. Of the immense crowds on the streets all are white men, and no breach of the peace has been heard of.

CITY BULLETIN.

EXHIBITION DAY AT POINT BREEZE PARK.—The grand trotting exhibition at the Point Breeze Park, for the benefit of the Improvement Fund of the Association, took place yesterday. The weather was favorable and the track in fine condition. A large number of persons were present, among them many ladies. There was a large turnout of equipages and horsemen, many of whom joined in the grand cavalcade. Although no prizes were awarded, great interest was manifested in the trials of speed during the afternoon. Birgfeld's Band was present and enlivened the occasion with delightful music.

James Hamill, Wetherill Lee and Wm. Yamer were the judges.

The racing commenced at a quarter to one o'clock, the following being the programme of the day:

First Contest—For road horses; mile heats, best two in three to road wagons; g. g. Prince, b. g. Overholt, b. g. Miller Boy.

First Heat—Time, 2.52½ by Overholt, Prince coming in second.

Second Heat—Time, 2.50 by Overholt, Miller Boy coming in second.

Second Contest—For double teams; mile heats, best two in three; r. h. Trafalgar and mate, sorrel horse and mate, a pair of bay mares, bay horse and mate.

First Heat—Time, 2.50 by sorrel horse and mate, the bay horse and mate coming in second.

Second Heat—Time, 2.49 by the pair of bay mares, the sorrel horse and mate coming in second.

Third Heat—Time, 2.44¼ by the pair of bay mares, the bay horse and mate coming in second.

Third Contest—Mile heats, best two in three, in harness; g. g. General Thomas, black m. Victoria, black m. Lady Coleman, b. g. Little Pet, b. h. Cranberry Bill, g. m. Carrie.

First Heat—Time, 2.44¼, by General Thomas. Little Pet second, Victoria third and Cranberry Bill fourth.

Second Heat—Time, 2 40½, by Carrie. General Thomas second, Victoria third and Cranberry Bill fourth.

Third heat—Time 2 40 by General Thomas. Carrie second, Lady Coleman third and Little Pet fourth.

Fourth Contest.—Dash of one mile, amateur saddle race, three entries; s. g. General Halleck, rider A. Bilger; blk. s. Black Prince, rider G. Fitzwater; s. g. Boston Boy, rider W. Colton. Time 2 55½ by Boston Boy, General Halleck coming in second.

The next on the programme was a grand cavalcade which proceeded round the course in the following order: Birgfeld's band, four-in-hand teams, carriages, double teams, single horses, and gentlemen mounted.

Fifth Contest.—Mile heats, in harness, best two in three; b. m. Gazelle, b. m. Ida, bro. m. Bell, b. g. Harry D., g. s. Ironsides; b. s. Rocky Hill.

First Heat—Time, 2.34 by Ironsides; Harry D., second; Rocky Hill, third, and Bell fourth.

Second Heat—Time, 2.34, by Ironsides; Harry D., second; Bell, third, and Rocky Hill, fourth.

Sixth Contest.—Mile heats for double teams, best two in three; g. s. Ironsides and mate; b. g. Jack Cade and mate. First heat, time 2.49 by Ironsides and mate. Second heat, time, 2.48½ by Ironsides and mate.

This was the most spirited and best-contested race of the day, and great excitement was manifested by the spectators. The horses ran nearly level round the course, Ironsides making a successful dash for the winning post.

AN OLD CHARGE.—Eugene Kurtz was at the Central Station yesterday afternoon, before Alderman Beitler, charged with picking the pocket of Eliza Magee of $165, on the 20th of June last, in her store, No. 27 South Tenth street. Mrs. Magee testified that a man named Dunn, who has been convicted of being implicated in the robbery, came into her place on the day mentioned and walked to the back part of the store. While standing there Kurtz came in and priced matresses. She went to him and showed him the various articles. The prisoner kept alongside of her, and requested her to lift up a bed in order to let him look at one underneath. She complied, and he seemed dissatisfied and left, stating that he would send his wife the next morning. Dunn and another young man, who came in subsequently, also left in a few moments. Shortly after she discovered her loss. Dunn was then arrested and convicted. Some two weeks since the prisoner called on her, and desired to settle the case, but she requested him to call the next morning, when she intended to have an officer present, but he failed to come. The father of the accused testified that his son left the city about three months since, however not on this charge, but on a charge of horse-stealing, which had been preferred in Lancaster. The prisoner was then committed for trial, in default of $1,500 bail.

GUARDIANS OF THE POOR.—The stated meeting of the Board of Guardians of the Poor was held yesterday afternoon. The Steward reported the house receipts at $21 30. The outdoor agent reported amount collected for support cases at $454 50. Emigrant tax $199. The House Agent reported the census of the house on Saturday at 3,121; same time last year, 2,966; increase, 155. Number of persons granted lodgings within the two weeks, 105; meals, 389. Total number of males in the house, 1,290; females, 1831. Total number of males and females in the Insane Department, less assistants, 638. The Committee on Estimates for the following year reported as follows: For Hospital Department, $87,070; Insane Department, $10,260; Children's Asylum, $27,000; house generally, $2,409 35; Manufacturing Department, $94,500; farms and Blockley estate, $11,750; outdoor expenses, $46,850. For relief of out-door door, $60,900. Total, $433,845. The Steward's requisitions were read and approved. Adjourned.

BOGUS CHECKS.—Alexander Leatham, who was arrested a few days ago for presenting a bogus check for $22 38 at the store of Smith & Reilley, at Eighth and Jayne streets, had a hearing yesterday before Ald. Beitler. Representatives of the following houses, where he had passed similar checks, appeared and testified against him: Elliot, White & Co., No. 58 North Fourth street, for the amount of $26 70; Adam Bedink, 910 Filbert street, $23 22; Griffith & Page, 600 Arch street, $28 70; Samuel A. Pancoast, 1117 Filbert street, $11 20; Henry Atkinson, 620 Chestnut street, $23, and U. Hunt & Son, 62 North Fourth street, $33. The accused was then sent to prison for trial.

OBITUARY.—Last evening, about nine o'clock, Charles J. Wolbert, auctioneer, for many years located on Sixth street, opposite Minor, died at his residence, No. 528 Marshall street. The deceased was one of our oldest auctioneers; was widely known throughout the city, and was universally respected.

NEW JERSEY MATTERS.

THE GRAND DEMONSTRATION.—Last evening and yesterday afternoon witnessed the most imposing and grand political display in Camden that has taken place in South Jersey since the opening of the campaign. In the evening the torchlight procession came off in admirable style. There was a large attendance of clubs from all parts of South Jersey, and the enthusiasm exhibited for Grant and Colfax and the entire Republican ticket was unbounded. The Invincibles of Philadelphia, about 800 strong, took part in the parade and made a most attractive feature in it. They were the object of universal admiration, and were cheered all along the line of march.

The Committee of Arrangements were as follows: *North Ward*—John S. Lee, Joseph C. Nicholls, Wm. Wilson, T. M. K. Lee, Jr., Wm. Palmer, George Angel. *Middle Ward*—R. H. Lee, B. H. Shrives, J. H. Stone, B. H. Connelly, G. Johnson, G. W. Gilbert. *South Ward*—J. K. Brown, Samuel Gaul, Chas. Parker, Richard Perks, H. B. Wilson, and Jacob Daubman.

The sub-committee on Devices were, Charles Catting, George Angel, Geo. Johnson, B. A. Starr. On Fire Works, John S. Lee, Wm. Palmer, H. L. Moulton, S. Iszard, B. F. Archer, J. Warrenton, T. A. Wilson, Charles Wilson.

The officers were:

Chief Marshal, R. K. Lee; Adjutant, Alexander Nicholls.

First Division—Marshal, T. M. K. Lee, Jr.; Aids, B. H. Shivers, J. Reynolds, J. H. Stone, George Swiler.

Second Division—Marshal, William Wilson; Aids, William Palmer, George Angel, H. F. Chew, J. R. Haslett.

Third Division—Marshal, George E. Wilson; Aids, John Wilson, John R. Cunningham, J. Daubman, C. Parker.

Chief of Cavalry—Emmor D. French.

First Division—Clubs from Camden county, formed on Federal street, right resting on Broadway, facing North.

Second Division—Clubs from Philadelphia, formed on Second street, right resting on Federal, facing East.

Third Division—Clubs from the State, formed on Third street, right resting on Federal, facing East.

Some little delay was had in arranging this vast body of men, but when in complete order, accompanied by excellent bands of music, they marched over the following route: Up Federal to Tenth, at the junction with Market, down Market to Sixth, up Sixth to Cooper, down Cooper to Second, up Second to Pearl, down Pearl to Front, up Front to State, up State to Second, down Second to Pearl, up Pearl to Third, down Third to Cooper, up Cooper to Fourth, up Fourth to Penn, up Penn to Fifth, down Fifth to Market, down Market to Fourth, down Fourth to Mickle, down Mickle to Second, down Second to Stevens, up Stevens to West, down West to Berkley, up Berkley to Fifth, down Fifth to Chestnut, up Chestnut to Broadway, down Broadway to Kaighn's Point avenue, down said avenue to Second, up Second to Walnut, up Walnut to Locust, down Locust to Mt. Vernon, up Mt. Vernon to Fourth, up Fourth to Spruce, down Spruce to Third, up Third to Pine, up Pine to Broadway, up Broadway to Berkley, down Berkley to Fifth, up Fifth to Federal, where they were dismissed.

The following are the clubs that participated in the parade: Camden Grant and Colfax Central Campaign Club, Tanner Boys, Rabbit Battery, South Ward Club, Old Guard; Cavalcade, (right of line)—Haddonfield, Chew's Landing, Hurffville, Gloucester, Mount Ephraim, Burlington, Beverly, Bristol, Moorestown, Merchantville; Republican Invincibles of Philadelphia, Ward Club, Elephant Club and others. The whole affair was admirably arranged, and carried out with complete satisfaction to all concerned.

The meeting which was to have taken place in the afternoon was dispensed with. That will be held some evening before the election takes place.

TWO-PENNY OPERA IN NEW YORK.

Genevieve de Brabant.

The N. Y. *World*, in its criticism of *Geneviève de Brabant*, says: We could tolerate the new school of mummers were it not that they challenge our contempt for their poverty and our indignation for their unscrupulousness. Must all opera bouffe hinge upon indelicacy? Are we so blunted all sensibility that the presentation of elegant nastiness alone moves us? Are we to be presented forever with marital infelicities and sketches of passion in poisonous Paris green? Let us keep Folly in a straight waistcoat, otherwise she will endanger something besides good taste. Offenbach is no doubt amenable to the charge of having used his gifts to decorate filth, but the decoration seldom amounts to more than the cap and bells. This cannot be said of the managers who have offered his wares to us. Was ever evanescent absurdity so gorgeously tricked out? The traditional shams of the theatric world can no longer appease us. Dutch metal and colored muslin may do for the legitimate drama, but bouffe must have actual and costly realities, gold bullion, and heavy velvet and exquisite lace. If we know in our souls that it is only so much expensive dust thrown into the eyes of Decency, we are also aware that Decency winks and rubs her eyes and rather likes it.

In the music of "Genevieve" Offenbach is thoroughly himself. He is complex without being profound, ingenious without being original, dashing without being fantastic but never fanciful, frisky but not fresh, ridiculous but not humorous. He has used all the formulas of tone succession, but has expressed no new idea; he has evolved a number of surprises, but created no new effect. His melodies that are new in phrase are familiar in meaning, and his few new phases are repeated to weariness. And, notwithstanding they possess a certain rhythmic symmetry, are of that meagre and narrow character that is peculiarly his own. The concerted pieces are fuller in instrumentation; they are also noisier, and are pushed to the limit of vocalization by expedients beneath the notice of any composer with a spark of respect for art. In the reproduction of the march from "La Belle Helene" and "Orpheus"—reproduced, too, with the same accessories of umbrella and drum-major—the form is sought to be varied by the most reckless breaking up of the tempo. And even so vile a recourse as is afforded by fortissimo shouts and concerted pantomime is availed of to give a seeming newness to the movement. So in the old Tyrolese airs; the most absurd breaks and pauses are used to disguise familiarity. In the song of the *pate*, the serenade of *Drogan* and the couplets of the gendarmes, where the composer has sought to give character to the melodies, he has succeeded only in evolving a reminiscence. If he have little reverence for art, he has still less for sentiment. The introduction of a choral strain in the scene where the maids of honor are kneeling around *Charles Martel* is a palpable burlesque on certain religious forms, but with what purport no one can tell, unless it be to heighten by contrast the *capriccio* that follows. The combination of a choral and "walk 'round" would never occur to any man but Offenbach. We have it here; women kneeling like nuns and men prancing about them in imitation of cavalry. The miserere and "Sally Come Up" afford at least in such propinquity a rare chance for comparison. Elsewhere the scene runs to mere mimicry. The device of an automaton, with a monotone solo, is worse than trivial, but it is curious, and the attempt to imitate the noise of a train in the orchestration of the "*Depart pour la Palestine*," significant as it is, cannot be dignified by the name of composition.

Affairs in Cuba.

HAVANA, Oct. 26.—Lersundi has received satisfactory news from Manzanilla. Two hundred insurrectionists had surrendered to the troops. A detachment of troops sent to meet the insurgents at Tunas had fought a battle on the outskirts of the town and dispersed the insurrectionists. The troops captured their cannon, flag and correspondence. The latest intelligence from the interior reports that the government is acting with vigor. The rebels are sacking and robbing the plantations.

The reinforcements sent from Havana had not yet arrived at the scene of disturbance. It is reported that the negroes with the insurgents have under them white servants whom they compel to address them as masters.

The telegraph wires have been cut twelve times within ten days. The insurrection is confined to a small district in the interior. The rest of the island is quiet.

Curious Jewish Customs—Marrying and Dying in the East.

A Boston boy who is with Farragut writes to the *Commonwealth* of Boston from Smyrna as follows: When a Jew is married it is customary for him to "keep his wedding," as it is called for eight days. During that time he keeps an open house, and all the friends, and strangers as well, call to pay their respects to the couple. Dancing and different games are carried on all the time. When we were there they were expecting some friends in to dance. (It was about half-past three in the afternoon.) They said that there had been friends there and dancing going on the previous night, and till eight o'clock in the morning. The same performances are gone through from day to day for a week. Anybody and everybody calls in.

Let me describe the place we went into before saying anything about the people. There were two rooms thrown open to the public—the principal ones in the house; the first one contained a divan about four-and-a-half feet wide, and one or two chairs; and upon this divan were some men engaged in a game of backgammon. In the other room was a divan about half as wide, and upon this were seated the bride and several female visitors. The rooms were all very plainly furnished, and had one or two pictures on the wall. The husband was a tall and heavy man, with moustache and beard, and without any of the Jew look about him. He was dressed in common citizen's clothes, and received us in his shirt sleeves and flowing vest. He requested us, if we felt anyways uncomfortable, to take off our uniform coats. The bride received us very composedly, without a nod or a wink. She was the best-looking lady by far in the room—good-looking but not handsome; her features were regular and fresh, but she had high cheek bones.

The Jewish females cannot wear a head-dress till after they are married, so that it is always very easily told who the married females are. The top of her head was covered with a piece of blue silk, and that was bound down by a piece of black silk, which went around the back of her head and came up over her forehead, almost covering up her ears. It did not come down on the forehead, but passed just over the top of it. Then there was a small white band around her head, and this was surrounded by a small bead coronet. Her hair was as black as jet, and very little of it could be seen. She wore a bombazine dress, cut so as to fit close around the shoulders, but low in the neck, according to the custom of their sect here. Then she wore a zouave-jacket, with bloomer pantaloons and a long skirt.

This is the same costume as that in which they all dress. It is the custom of the Jewish ladies to paint the ends of their fingers brown during their wedding. This gives a very bad appearance to the hands. They gave us all a glass of cool lemonade, and all the smokers indulged in cigarettes. The host, who was able to speak English, talked freely to us of the Jewish customs.

It is one of the customs of the Jews, when they get old, to go to Jerusalem to die; for they believe they will then go to heaven. So when people get old they get some of their relations to carry them there. These Jews live to a ripe old age, and from what I have heard, I should think that it was not uncommon for them to attain the age of one hundred years. One man, who is now fifty-four years old, said that his father died at one hundred and fourteen years of age, and that lately he had carried his mother to Jerusalem to die, who is now ninety-four years old. Last week an old lady one hundred and ten years of age returned to Jerusalem to die.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

BANGOR—Brig Julia E Arey, Babbidge—723,800 spruce lathe Patterson & Lippincott.

PORTSMOUTH—Schr Lady Emma, Snedecor—44,970 ft yellow pine flooring 8000 do step boards 17,771 do scantling T P Galvin & Co.

NORFOLK—Schr Thomas Patterson, Maller—36,550 2 feet bunch cypress shingles 12,057 20-inch do T P Galvin & Co.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Caledonia	Glasgow	New York	Oct. 9
Palmyra	Liverpool	New York via B.	Oct. 13
Nebraska	Liverpool	New York	Oct. 13
City of Boston	Liverpool	New York	Oct. 14
Pennsylvania	Liverpool	New York	Oct. 14
Peruvian	Liverpool	Quebec	Oct. 15

TO DEPART.

Russia	New York	Liverpool	Oct. 28
Allemannia	New York	Hamburg	Oct. 29
Colorado	New York	Liverpool	Oct. 29
Columbia	New York	Havana	Oct. 29
Tripoli	New York	Liverpool	Oct. 29
Rhein	New York	Bremen	Oct. 29
Caledonia	New York	Glasgow	Oct. 31
City of Boston	New York	Liverp'l and Queens'n	Oct. 31
Nebraska	New York	Liverpool	Nov. 4
China	New York	Liverpool	Nov. 4
Palmyra	New York	Liverpool	Nov. 5
Eagle	New York	Havana	Nov. 5
Palmyra	New York	Liverpool	Nov. 5
Pennsylvania	New York	Liverpool	Nov. 7
Britannia	New York	Glasgow	Nov. 7
Stars and Stripes	Philad'a	Havana	Nov. 10
Cuba	New York	Liverpool	Nov. 11

BOARD OF TRADE.

EDMUND A. SOUDER, GEO. L. BUZBY, SAMUEL E. STOKES, } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—OCTOBER 27.

SUN RISES, 6 45 | SUN SETS, 5 15 | HIGH WATER, 11 15

ARRIVED YESTERDAY.

Steamer Monitor, Jones, 24 hours from New York, with mdse to W M Baird & Co.

Steamer A C Stimers, Knox, 24 hours from New York, with mdse to W P Clyde & Co.

Schr Lady Emma, Snedecor, 11 days from Portsmouth, Va. with lumber to T P Galvin & Co.

Schr Sallie C Morton, Morton, from New York, with mdse to captain.

Schr Thos Patterson, Maller, 10 days from Norfolk, with shingles to T P Galvin & Co.

Schr Clyde, Gage, Boston.

Pilot boat Moses H Grinnell, Long, from the Delaware Breakwater, to repair and refit for the winter cruise.

Tug Thos Jefferson, Allen, from Baltimore, with a tow of barges to W P Clyde & Co.

CLEARED YESTERDAY.

Steamer F Franklin, Pierson, Baltimore, A Groves, Jr.
Steamer E C Biddle, McCue, New York, W P Clyde & Co.
Bark Village Belle, Little, Liverpool, R Taylor & Co.
Brig Frank E Allen, Norton, Gardiner, J M Rommel, Jr.
Schr John Compton, Childs, Dighton, do
Tug Thos Jefferson, Allen, Baltimore, with barges, W P Clyde & Co.

MEMORANDA

Ship Windward, Barrett, at San Francisco 25th instant from Hong Kong.

Ship Arkwright, Caulkins, from New York 28th May, at San Francisco 25th inst.

Ship Italia, Whitmore, from New York 21st April at San Francisco 25th inst.

Ship White Swallow, Knowles, from New York 19th June at San Francisco 25th inst.

Ship America, Moree, from Antwerp for Callao, was off Dartmouth 11th inst.

Steamer De Soto, Eaton, cleared at New York 24th inst. for Havana and New Orleans.

Steamer Bellona (Br), Pinkham, from London 3d via Havre 6th, at New York 24th inst.

Steamer Brunette, Howe, hence at New York 25th inst.

Steamer Alabama, Limeburner, sailed from Havana 10th inst. for Vera Cruz and Sisal.

Bark Serian Star (Br), Crosby, cleared at New York yesterday for Cork for orders via this port.

Bark Roanoke (Br), bound north, was seen 24th inst. lat 36 18, long 74 37.

Brig S V Merrick, Norden, at Cardenas 14th inst. from Zaza via Havana.

Brig Clara Brown, Minott, sailed from Havana 11th inst. for this port.

Brig Lije Houghton, Morton, was loading at Savannah 22d inst. for this port.

Brig Monticello, Hoemer, hence at Boston yesterday.

Schr Mischief (Br), Conway, at Matanzas 12th inst. from Bahia Honda, and cleared for this port.

Schr E A Conant, Branthers, at Havana 17th instant, for this port.

Schr Geo Kilborn, Stanley, from St John, NB, for this port sailed from Newport 23d inst.

Schr M A Tyler, hence at Richmond 24th inst.

Schr A M Edwards, sailed from Richmond 24th instant for this port.

Schr Emma D Finney, Tuttle, was loading at Savannah 22d inst. for this port.

Schr Maggie McNeill, Snow, hence at Boston 25th inst.

Schr Ben Strong, Brown, from Providence, and Spray, Martin, from Norwich, both for this port, at New York 25th instant.

Schr Edw De Hart, from Boston for this port, put into Norfolk 23d inst. with loss of anchors. Anchors and chains were despatched by steam to her on Saturday last.

Schr Delmont, Gates, cleared at Portland 24th instant, for this port.

Schr North Pacific, Erickson, hence at Providence 24th instant.

Schrs Saml Dexter, Teel, hence for Salem; Ida F Wheeler, Dyer, from Portland for this port; Lucia B Ives, Bowditch, hence for New Bedford, and Sarah Clark, Griffin, for this port, sailed from Newport 23d inst.

Schr George S Repplier, Miller, hence at Alexandria 23d instant.

Schrs S T Wince, Hulse; J Burley, Williams; Isaac Baker, Purvere, and W Marcy, Champion, hence at Washington, DC, 24th inst.

Schr Port Royal, Moore, hence for New Haven, at New York 24th inst.

Schr Mary Louisa, Hamilton, from St John, NB, for this port, sailed from New London 23d inst.

MARINE MISCELLANY.

Steamer Tillie, Sturgis, from New York for Galveston, disabled her machinery on the 20th inst. when about 75 miles EsE of Fernandina, Fla. She bore up for that place and arrived off the bar 23d, and in entering struck on the North Breaker; came off after throwing overboard deck load and was towed into port by the steamer City Point.

Brig Margaretha Wilhelmine (NG), Wulff, from New York for Para, went ashore on the reef NE of Bermuda in a gale on the morning of the 7th inst. and after lightening a part of her cargo, was gotten off on the evening of the 18th. Amount of damage not ascertained.

Schr E W Gardner, Steelman, from Boston for this port, stranded at Townsend Inlet, registered 211 tons, was built at Gloucester, NJ, in 1855, and hailed from this port.

MACHINERY, IRON, &c.

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia, MANUFACTURE STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Pumping.

BOILERS—Cylinder, Flue, Tubular, &c.

STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes.

CASTINGS—Loam, Dry and Green Sand, Brass, &c.

ROOFS—Iron Frames, for covering with Slate or Iron.

TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c.

GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c.

SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers and Elevators; Bag Filters, Sugar and Bone Black Cars, &c.

Sole manufacturers of the following specialties: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine.

In Pennsylvania, of Shaw & Justice's Patent Dead-Stroke Power Hammer.

In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal.

Bartol's Patent Wrought-Iron Retort Lid.

Strahan's Drill Grinding Rest.

Contractors for the design, erection, and fitting up of Refineries for working Sugar or Molasses.

COPPER AND YELLOW METAL SHEATHING, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves.

NO. 1 GLENGARNOCK SCOTCH PIG IRON, FOR sale in lots to suit purchasers, from store and to arrive. PETER WRIGHT & SONS, 115 Walnut street.

HARDWARE.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, PEARL and STAG HANDLES, of beautiful finish. RODGERS' and WADE & BUTCHER'S, and the CELEBRATED LECOULTRE RAZOR. SCISSORS IN CASES of the finest quality. Razors, Knives, Scissors and Table Cutlery, Ground and Polished. EAR INSTRUMENTS of the most approved construction to assist the hearing, at P. MADEIRA'S, Cutler and Surgical Instrument Maker, 115 Tenth street, below Chestnut. myl-tf

THE FINE ARTS.

FINE ARTS.

Established by Vito Viti, 1815.

VITI BROS. (late Vito Viti & Sons), Importers of Italian Carrara Marble, Monumental Statuary, Urns, Monuments, Fountains, Parlor and Garden Statuary, French Composition and Real Bronze Groupes and Figures, finest Parisian Bronze, Ormulu and Gilt 21-day Clocks, Bisquet Figures, Alabaster Ornaments and Statuary, &c., &c.

Particular attention given to special importation of Marble Statuary of all descriptions; and having direct correspondence with the principal studios of Italy, enables them to import at the lowest rates. Designs of all Monumental objects of art can be seen at their office, 149 South FRONT Street, above WALNUT.

oc24 27 31 3t

MISCELLANEOUS.

GOLD'S
Latest Improved Patent Low Steam and Hot Water Apparatus,

For Warming and Ventilating Private and Public Buildings. Also, the approved Cooking Apparatus,

AMERICAN KITCHENER,

On the European plan of heavy castings, durability and neatness of construction, for Hotels, Public Institutions and the better class of Private Residences.

HOT AIR FURNACES of the latest improvements.

GRIFFITH PATENT ARCHIMEDIAN VENTILATORS, REGISTERS, VENTILATORS, &c.

Union Steam and Water Heating Co.,
JAMES P. WOOD & CO.,
41 South FOURTH Street, Philadelphia.
B. M. FELTWELL, Superintendent. jy8 4mrp§

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NEW CORDAGE FACTORY

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LADIES' DRESS GOODS.

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LADIES' DRESS FURNISHING AND SHOPPING EMPORIUM,

31 South Sixteenth Street,
PHILADELPHIA.

Ladies from any part of the United States can send their orders for Dress Materials, Dresses, Cloaks, Bonnets, Shoes, Under Clothing, Mourning Suits, Wedding Trousseau, Travelling Outfits, Jewelry, &c.; also, Children's Clothing, Infants' Wardrobes, Gentlemen's Linen, &c.

In ordering Garments, Ladies will please send one of their BEST FITTING DRESSES for measurement; and Ladies visiting the city should not fail to call and have their measures registered for future convenience.

Refers, by permission, to

MR. J. M. HAFLEIGH, 1012 and 1014 Chestnut street.
MESSRS. HOMER, COLLADAY & CO., 818 and 820 Chestnut street.

au10 3mrp

LUMBER.

MAULE, BROTHER & CO.

1868. SPRUCE JOIST. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. LARGE STOCK. LARGE STOCK. 1868.

MAULE, BROTHER & CO., 2500 SOUTH STREET.

1868. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1868.

1868. WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1868.

1868. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1868.

1868. SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1868.

1868. CIGAR BOX MAKERS. CIGAR BOX MAKERS. SPANISH CEDAR BOX BOARDS. FOR SALE LOW. 1868.

1868. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. LARGE ASSORTMENT. 1868.

1868. CEDAR SHINGLES. CEDAR SHINGLES. CYPRESS SHINGLES. PLASTERING LATH. CHESTNUT PLANK AND BOARDS. 1868.

1868. SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. FLORIDA RED CEDAR. 1868.

MAULE, BROTHER & CO., 2500 SOUTH STREET.

LUMBER.—93,684 FEET 1 INCH YELLOW PINE flooring Boards, 105,954 feet 1¼ inch yellow Pine flooring Boards, now landing from brig Josie A. Devereux, and for sale by COCHRAN, RUSSELL & CO., No. 22 North Front street. oc5-tf

MUSICAL.

AMERICAN CONSERVATORY OF MUSIC, S. E. CORNER TENTH AND WALNUT STREETS. A few Vacancies for beginners and advanced pupils which may be filled this and next week. oc27 tu th s 3t*

MR. J. G. OSBOURN INFORMS HIS PUPILS AND friends that he has removed his office to No. 805 Race street, where he will be pleased to see those who wish to take music lessons on piano, violin, &c. Mr. Osborn calls the attention of young men to his Music Class, for Flute and Violin, at 7.30 P. M. oc10-1m§

MME. VALERY GOMEZ WOLOWSKA, PRIMA DONNA of the Italian Opera, is ready to receive pupils who desire to become accomplished in vocalism as taught in the high Italian School. Residence, 523 south EIGHTH Street. oc3 1m§

BALLAD SINGING. T. BISHOP, 33 South Nineteenth street. se 28 3mo*

MR. JAS. N. BECK WILL RESUME HIS LESSONS in Music between the 15th and 20th of September. Residence No. 1806 Mt. Vernon st. • 6§

SIG. P. RONDINELLA, TEACHER OF SINGING. PRIVATE lessons and classes. Residence, 308 S. Thirteenth street. au25 1y§

MR. V. VON AMSBERG, TEACHER OF THE PIANO, has resumed his lessons, No. 244 South Fifteenth street. au17-3m*

EDUCATION.

CHEGARAY INSTITUTE ENGLISH AND FRENCH FOR YOUNG LADIES. BOARDING AND DAY PUPILS, 1527 and 1529 SPRUCE Street, Philadelphia, Penna., Will RE-OPEN on MONDAY, Sept. 21st. MADAME D'HERVILLY has the pleasure of announcing that DR. ROBERT H. LABBERTON will devote his time *exclusively* to the Chegaray Institute. French is the language of the family and is constantly spoken in the Institute. je13-s tu th 6m

YOUNG MEN AND BOYS' ENGLISH, CLASSICAL, Mathematical and Scientific Institute, 1908 MOUNT VERNON street. Instruction thorough. Preparation for business or college. Rev. JAMES G. SHINN, A. M., Principal. oc5-tu th s 26t§

L. BARROWS' SCHOOL FOR BOYS IN THE Philadelphia City Institute, N. E. corner Chestnut and Eighteenth streets. oc15-1m§

SIGNOR MAZZA, PROFESSOR OF THE ITALIAN Language, at the University of Pennsylvania, 1338 Chestnut street. se7-3m*

D. M. FOX WILL DEVOTE HIS ATTENTION OF evenings to a private class of pupils in French and German. Terms reasonable. Apply to 1344 Catharine street. se25-tf§

INSTRUCTION.

HORSEMANSHIP.—AT THE PHILADELPHIA RIDING SCHOOL, Fourth street, above Vine, will be found every facility for acquiring a knowledge of this healthful and elegant accomplishment. The School is pleasantly ventilated and warmed, the horses safe and well-trained. An Afternoon Class for Young Ladies. Saddle Horses trained in the best manner. Saddle Horses, Horses and Vehicles to hire. Also, Carriages to Depots, Parties, Weddings, Shopping, &c. THOMAS CRAIGE & SON.

HORTICULTURAL.

PEACH TREES BY THE THOUSAND, PEAR, Apple, Cherry, dwarf and standard, extra size. Small fruits in quantity. Address JOHN PERKINS, Moorestown, N. J. Catalogues gratis. oc26 2t*

CANNED FRUIT, VEGETABLES, &c.—1,000 CASES fresh Canned Peaches; 500 cases fresh Canned Pine Apples; 200 cases fresh Green Gages; 500 cases Cherries, in cans; 200 cases fresh Green Corn and Green Peas; 500 cases fresh Plums in cans; 200 cases fresh Green Gages; 500 cases Cherries, in syrup; 500 cases Blackberries, in syrup; 500 cases Strawberries, in syrup; 500 cases fresh Pears, in syrup; 2,000 cases Canned Tomatoes; 500 cases Oysters, Lobsters and Clams; 500 cases Roast Beef, Mutton, Veal, Soups, &c. For sale by JOSEPH B. BUSSIER & CO., 108 South Delaware avenue.

AMUSEMENTS.

NEW CHESTNUT STREET THEATRE.—WM. E. SINN & CO., Lessees. TRIUMPHANT SUCCESS of the brilliant and youthful artistes, the WORRELL, WORRELL, WORRELL SISTERS, SISTERS, SISTERS, SOPHIE, IRENE AND JENNIE, IN COMIC OPERA, AT COMIC OPERA, POPULAR PRICES. POPULAR PRICES. THIS EVENING OFFENBACH'S FAMOUS OPERA, rendered in English, THE GRAND DUCHESS, THE GRAND DUCHESS, With all the original Music. NEW COSTUMES, PROPERTIES, &c. SATURDAY, ONLY GRAND DUCHESS MATINEE.

WALNUT STREET THEATRE. Begins at 7¾ o'clock. THIS (TUESDAY) EVENING, Oct. 27, Second week of the Eminent Tragedian, MR. E. L. DAVENPORT. HOUSES CROWDED TO THE DOME. SECOND NIGHT of an entirely new and Romantic Sensational Drama, in 5 Acts, adapted and written expressly for Mr. Davenport, entitled F.; OR, BRANDED. Embodying Scenes in London and Paris at the present day; also the WILD LIFE OF THE GIPSY TRIBES. MR. E. L. DAVENPORT in Four Characters.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8. LAST WEEK OF LOTTA AND FIRE FLY. THE RUSH STILL CONTINUES. HUNDREDS UNABLE TO OBTAIN SEATS. MONDAY, AND EVERY EVENING, "FIRE FLY." With Great Cast. Fine Effects. And Grand Military Tableaux. FIRE FLY.......LOTTA. With Songs, Dances and Drum Solo. FRIDAY—LOTTA'S FAREWELL BENEFIT. SATURDAY AFTERNOON, at 2 o'clock, LAST FIRE FLY MATINEE. MONDAY NEXT—"HE'S GOT MONEY."

MUSICAL FUND HALL. CARL SENTZ AND MARK HASSLER'S GRAND ORCHESTRA MATINEES, EVERY SATURDAY AFTERNOON, AT 3½ O'CLOCK. Subscription Ticket, admitting to thirty Concerts....$5. Package of four Tickets......$1. Single Admission......Fifty Cents. For sale at Carl Sentz's Office (Boner's Store), 1102 Chestnut street, and at Mark Hassler's Office, No. 214 S. Eighth street. Engagements for Concerts, Commencements, Balls, Private Parties, etc., can be made at the above offices. oc1 tf

FERDINAND PAUWELS' GREAT NATIONAL PAINTING, "THE NEW REPUBLIC," OR EMANCIPATION IN THE UNITED STATES. Now on Exhibition in the Pennsylvania Academy of Fine Arts (Eastern Galleries). Open for examination from 9 A. M. to 10 P. M. oc22-3trp§

GERMANIA ORCHESTRA. PUBLIC REHEARSALS at the Horticultural Hall every Wednesday, at 3½ P. M. HORTICULTURAL HALL. Tickets sold at the door and at all principal music stores. Package of five, $1; single, 25 cents. Engagements can be made by addressing G. BASTERT, 1231 Monterey street, WITTIG'S Music Store, 1021 Chestnut street, or ANDRE'S Music Store, 1104 Chestnut street. oc17-tf§

ACADEMY OF FINE ARTS, CHESTNUT Street, above Tenth. Open from 9 A. M. to 6 P. M. Benjamin West's Great Picture of CHRIST REJECTED still on exhibition. je20-tf

INSTITUTION FOR THE BLIND.—EXHIBITIONS EVERY WEDNESDAY, at 3½ P. M. Admission ten cents. Store, No. 11 South Eighth street. se15-tu-tf§

FOX'S AMERICAN VARIETY THEATRE, EVERY EVENING and SATURDAY AFTERNOON. GREAT COMBINATION TROUPE. In Grand Ballets, Ethiopian Burlesques, Songs, Dances, Gymnast Acts, Pantomimes, &c.

NEW PUBLICATIONS.

SUPERBLY ILLUSTRATED BOOKS.—MEYRICK'S Armor. Plates in gold and colors. Three vols. Turner Gallery. Artist's proofs. Folio. Baronial Halls and Castles of England. 2 vols. Shaw's Dresses and Decorations of Middle Ages. 2 vols. Doyle's Chronicles of England. Illuminated plates. Neale's Mansions of England. 400 plates. 2 vols. Claude's Liber Veritatis. 3 vols. Folio. Malherbe Monographie des Picidées. 4 vols. Dore's Bible, Don Quixote, and other works. Froissart's Chronicles of England. Illuminated. THE ENGLISH BOOK STORE, NO. 723 Sansom street. oc22tf

JUST READY—BINGHAM'S LATIN GRAMMAR—New Edition.—A Grammar of the Latin Language for the use of Schools. With exercises and vocabularies by William Bingham, A. M., Superintendent of the Bingham School. The Publishers take pleasure in announcing to Teachers and friends of Education generally, that the new edition of the above work is now ready, and they invite a careful examination of the same, and a comparison with other works on the same subject. Copies will be furnished to Teachers and Superintendents of Schools for this purpose at low rates. Price $1 50. Published by E. H. BUTLER & CO., 137 South Fourth street, Philadelphia. And for sale by Booksellers generally. au21

LECTURES.—A NEW COURSE OF LECTURES, AS delivered at the New York Museum of Anatomy, embracing the subjects: How to live and what to live for; Youth, Maturity and old age; Manhood generally reviewed; the cause of indigestion, flatulence and Nervous Diseases accounted for. Pocket volumes containing these lectures will be forwarded to parties unable to attend on receipt of four stamps, by addressing J. J. Dyer, 35 School street, Boston. fe18 1y§

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of ROBERT H. HENDERSON, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of CHARLES McNEAL, Executor of last will and testament of ROBERT H. HENDERSON, 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, November 2, A. D. 1868, at 4 o'clock P. M., at his Office, No. 113 South Fifth street, in the city of Philadelphia. WM. L. DENNIS, Auditor. oc20-tu,th,s,5t§

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia. Estate of DANIEL W. COXE, deceased. The auditor appointed by the Court to audit, settle and adjust the second and final account of ELI K. PRICE, Esq., Executor of the last will and testament of DANIEL W. COXE, 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, the 5th day of November, 1868, at 4 o'clock P. M., at his office, No. 717 Walnut street, first story, in the city of Phila. oc20-tu-th-s5t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia. Estate of MARY BAKER, dec'd. The Auditor appointed by the Court to report distribution of the balance in the hands of JOHN S. SNYDER, Executor of the last will and testament of MARY BAKER, deceased, will meet the parties interested for the purposes of his appointment, on MONDAY, October 26th, 1868, at 4 o'clock, P. M., at his office, No. 217 South Sixth street, in the city of Philadelphia. JOHN GOFORTH, Auditor. oc17-s,tu,th5t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of Mrs. CHRISTINE BIDDLE, dec'd.—The Auditor appointed by the Court to audit, settle and adjust the account of CLEMENT BIDDLE, THOMAS A. BIDDLE, and ALEXANDER BIDDLE, Executors of the last will and testament of CHRISTINE BIDDLE, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purposes of his appointment, on THURSDAY, Nov. 5th, 1868, at 12 o'clock, M., at his office, 131 South Fifth street, in the city of Philadelphia. GEORGE M. CONARROE, Auditor. oc17 s tu th 5t§

IN THE DISTRICT COURT FOR THE CITY AND County of Philadelphia.—Edward W. Clark, et al vs. Thomas J. Williamson, Ven. Ex., December Term, 1867, No. 68.—The auditor appointed by the Court to make distribution of the fund arising from the sale under the above writ of the following described real estate, to wit: All the estate, right, title and interest of the defendant, of, in and to all that certain four-story brick messuage or tenement and lot, or piece of ground, situate on the north side of Chestnut street, at the distance of 68 feet 1¾ inches Westward from the West side of Sixth street, in the City of Philadelphia; containing in front or breadth on the said Chestnut street, 25 feet, and extending in length or depth Northward of that width, between parallel lines with said Sixth st. One hundred and fifty feet, more or less, to Jayne (late Carpenter) street; bounded northward by the said Jayne street, eastward by ground now or late of Joseph Swift, southward by the said Chestnut street, and westward by ground formerly of Joseph Swift, granted to Hulings Cowperthwait on ground rent. Will meet the parties interested for the purposes of his appointment on MONDAY, November 9, 1868, at 4 o'clock P. M., at his office, No. 18 and 19 Ledger Building, in the city of Philadelphia, when and where all persons interested will make their claims, or be debarred from coming in on said fund. FRED. DITTMANN, Auditor. oc27,10t*

IN THE DISTRICT COURT OF THE UNITED States for the Eastern District of Pennsylvania.—In Bankruptcy. At Philadelphia, October 17, 1868. The undersigned hereby gives notice of his appointment as Assignee of JOSEPH L. KEEN, of Philadelphia, in the County of Philadelphia, and State of Pennsylvania, within said District, who has been adjudged a Bankrupt upon his own petition, by the District Court of said District. WM. VOGDES, Assignee, No. 128 South Sixth street. To the Creditors of said Bankrupt. oc20 tu 3t*

HEATERS AND STOVES.

THOMAS S. DIXON & SONS, Late Andrews & Dixon, No. 1324 CHESTNUT Street, Philada., Opposite United States Mint, Manufacturers of LOW DOWN, PARLOR, CHAMBER, OFFICE, And other GRATES, For Anthracite, Bituminous and Wood Fire; ALSO, WARM-AIR FURNACES, For Warming Public and Private Buildings. REGISTERS, VENTILATORS, AND CHIMNEY CAPS, COOKING-RANGES, BATH-BOILERS. WHOLESALE and RETAIL.

NAVAL STORES.

NAVAL STORES.—376 BARRELS ROSIN, 210 BARrels Wilmington Tar, now landing from steamer "Pioneer" from Wilmington, N. C., and for sale by COCHRAN, RUSSELL & CO., No. 22 North Front street. se28-tf

PITCH, ROSIN AND SPTS. TURPENTINE.—50 bbls. [H] Pitch; 250 bbls. Rosin; 125 bbls. Spts. Turpentine. In store and for sale by COCHRAN, RUSSELL & CO., 22 N. Front street. se28 tf

NAVAL STORES.—101 BARRELS SPIRITS TURpentine; 100 Barrels Soapmakers' Rosin; 100 Barrels North Carolina Tar, now landing from steamer Pioneer, and for sale by EDWARD H. ROWLEY, No. 16 South Wharves. se15tf

SPIRITS TURPENTINE—60 BARRELS SPIRITS TURpentine now landing and for sale by EDW. H. ROWLEY, No. 16 South Wharves. au27-tf

A Valuable Opportunity.

Perhaps there are few of our readers who do not see the *Nation*: we wish, however (in pursuance of our system of giving all proper prominence to the Fine and Industrial Arts), to call attention to the following paragraphs from that paper, about the publishing of facsimile models similar to those in the South Kensington Museum, London.

The latter institution, as is remarked in the *Nation's* final paragraph, has performed a great feat; it has raised England from one of the worst-furnished of the European nations in regard to industrial art, to, in some respects, the first. The South Kensington Museum is at the very head of such establishments anywhere to-day. The instantaneous influence of such a collection upon manufactures is indicated at the conclusion of the following article, which ought to be spread everywhere throughout a nation like ours, which has as yet everything to learn in these respects:

"Like all its forerunners, the Universal Exposition of 1867 is bearing results beyond its immediate object. Everybody remembers the 'Congress of Princes,' the assembling of which in Paris on the occasion of the grand industrial jubilee was duly proclaimed by the official and semi-official press of France in the most extravagant language as one of the greatest triumphs of the Second Empire. Sensible people would not be persuaded at the time that much good would come to mankind from the pompously celebrated meetings of the 'mighty of the earth' under the hospitable roof of Napoleon III. But it seems that they have borne, after all, some useful fruits. Among the papers laid before the British Parliament at the close of its last session were copies of a correspondence between the Prince of Wales and the Duke of Marlborough, as Lord President of the Privy Council, which contained the proof that the royal and imperial guests of the French sovereign did not confine themselves solely to viewing the sights of the Exposition and enjoying the *agrémens* of Paris. It appears that an engagement was entered into by twelve princes, representing as many different states, by the terms of which each of the signers pledged himself to use his influence to inaugurate in his own country a system of reproduction of valuable works of art similar to that so successfully carried on under the auspices of the Department of Science and Art at the South Kensington Museum, and to establish in addition a regular international exchange of the works thus to be reproduced. The agreement was signed by the Prince of Wales, Prince Napoleon, the Crown Prince of Prussia, the Czarevitch, Prince Oscar of Sweden, the two brothers of the Emperor of Austria, the Princes Royal of Italy and Saxony, the brother of the King of Belgium, the Crown Prince of Holland, and Prince Louis of Hesse—all on behalf of the several reigning houses to which they belonged.

"Who the originator of the happy idea was does not appear. But the tenor of the agreement shows that it was suggested by the fine display of reproductions made by the South Kensington Museum in the British section of the Exposition. That institution exhibited excellent specimens of French, Italian, Spanish, Portuguese, German, Swiss, Hindoo, Celtic, and English art, reproduced by casting in plaster, electrotyping, photographing, and other processes, and showing alike the practicability and usefulness of the scheme formally adopted in the agreement. The Prince of Wales communicated the letter to the Lord President of the Privy Council, to whose functions the administration of the Department of Science and Art belongs, with the request to take such steps as would insure the realization of the plan. The duke in his reply promised to do all in his power to promote it. The other parties to the agreement having also taken the necessary steps for the fulfillment of its terms in their several countries, there can be no doubt of its being generally carried out.

"Now, it seems to us that the interchange of the proposed copies furnishes a precious opportunity for supplying one of the most deeply felt wants of our country. Its all but absolute destitution of collections of art is so notorious that we need not waste any words in depicting it. The most valued evidences of human genius extant are already gathered in the numerous, richly endowed museums of the Old World. To procure the originals is out of the question. But the reproductions made and to be made are, we believe, within our reach. The avowed object of the pact of the princes being the artistic education of the people, there can be no serious difficulty in securing to the United States the benefit of the results of their action. Our diplomatic representatives in Europe, with one exception, are anything but overburdened with work. With very little effort they could doubtless induce the proper authorities to let our republic profit by whatever may be done under the agreement in question. To be sure, we shall not be able to offer much in exchange. But then we are rich enough to pay the comparatively trifling cost of reproduction, upon reimbursing which, according to the details of the plan adopted, states unable to give an equivalent are to be furnished with the fac-similes desired. With a moderate yearly appropriation by Congress for the purpose—and a fraction of the money wasted on the class of pretenders of which Miss Ream is a fair type would suffice—we should in due course of time find ourselves in possession of a collection less precious, of course, but hardly less useful than the European stores of the original treasures. Suitable edifices for displaying it would naturally have to be provided. But if Congress should not muster courage to vote the money for constructing them, private liberality would in all probability furnish it.

"To show the utility of such a national enterprise—we have hardly faith enough in the artistic enthusiasm of our people to consider the demonstration of its usefulness superfluous—it is but necessary to point out the scope of all similar collections in Great Britain, the importance attached to them in that country as indispensable instruments of popular education, and the highly beneficial influence they have already exercised upon the producing classes of the British Isles. The reproductions of the South Kensington Museum comprise not only the fine arts proper, but architectural monuments, and specimens of every description of meritorious artisans' work of different times and of different nations. They are intended alike for the education of artists and of artisans. The very first of the successive universal expositions having developed the fact that the want of competition under the former protective system had resulted in a manifest inferiority in point of artistic skill of the British artisans in certain higher branches of industry, the government and people with characteristic common sense jointly set to work to provide means for the better professional education of their working men, when, after the adoption of a free-trade policy, intrinsic excellence alone promised a continuance of the traditional industrial prominence of the United Kingdom. For this purpose Parliament votes annually a sum of money which is expended by the Department of Science and Art. Part of the instruction is afforded by the specimens of works of art multiplied at the South Kensington Museum in the manner referred to and accessible to the industrial classes not only at that central repository, but in branch collections opened in all the great manufacturing centres. The official reports of the British commissioners to the several world's expositions since 1860 all bear testimony to the influence of these collections, which enables the British artisan at this time to compete successfully in several of the branches in which the French and other nationalities before excelled. At the close of 1860, the year in which this educational movement commenced, there were but nine special schools of science and art with 500 scholars in the United Kingdom. This number had increased at the close of 1864 to 91 schools with 4,666 scholars. At the close of 1867 there were no less than 283 schools with a total of 11,600 scholars! To all these schools, established partly with public aid and partly through the liberality of large manufacturers, the collections provided by the South Kensington Museum have been what maps and geographical apparatus are to the common schools.

"Even the most enthusiastic admirer of our people and country will not pretend that all has been done for the professional training of our industrial classes that might and should be done. The example of Great Britain is being rapidly followed by the leading Continental states. Shall it be said of us that we do less for the elevation of our industrial producers than the nations over which we never tire of claiming our unapproachable superiority?"

FRENCH LIGHT LITERATURE.

"G. S.," the industrious correspondent of Mr. Childs's *Literary Gazette*, has an interesting Paris budget for this fortnight, from which we have only space for the following:

M. Octave Feuillet (you remember he is librarian of the Palace of Fontainebleau) has read to the court several chapters of a new new novel. . . . We are promised a new work by Gavarni. Eleven years since he entered into an engagement with M. Dentu to publish a new work. Gavarni was all enthusiasm; he corrected the proof-sheets with the greatest pains, but at the moment for publishing the book he refused point blank to let it appear. The proof-sheets have been found in his secretary, and are to be published. Dumas *fils* is said to have completed a comedy which the Gymnase will bring out early in the winter. Our dramatic literature promises to be unusually brilliant the coming winter. Victorien Sardou has an opera at the grand opera, a drama at the Porte St. Martin, and two comedies at the Vaudeville. M. Octave Feuillet has a comedy at the latter theatre. Mme. George Sand's Cadio will be played at the Porte St. Martin. The French comedy will give a play by M. Edmund About.

Here is a letter the younger Dumas addressed to M. Albert Wolff, who wrote a complimentary article in *Le Figaro* on M. Dumas's prefaces, and at the same time wrote him a private complimentary letter. M. Dumas thanked him for both article and letter. The following note is a reply to the letter:

"Our letters crossed, my dear Wolff, and you must have received mine at the same time I received yours, which gives me the greatest pleasure. I am greatly touched by this sympathy *extra*, the newspaper. Public assent next is very precious to me; but that which I prize most is that which comes from the heart, and produces that little cutaneous thrill which the pen never completely expresses for everybody. The newspaper is the puff; the letter is the communion. A comrade only is necessary for the first; a partner is required for the second. Nevertheless, the publicity at the command of men like you, sometimes carried away by the daily event, by the appetite of the subscriber, by the exigencies of circumstances, this publicity is so great it might do enormous good, if aided by logic, good sense and honesty. You have these three qualities and intellect beside. You consequently have but to express and print what you think, in order to do good service to a cause, which is the good cause. I have a very great sympathy for you. I never say anything to you about it, because I have a horror for everything which may seem like calculation, and as you could return me a great deal more than I could give you, I am averse from being accused of making too good a bargain; moreover, I wish to leave you, if necessary, complete independence in judging me. But I was solicitous to tell you this, once for all, and I shall never find a better opportunity. Believe me, etc.,

"ALEX. DUMAS, JR."

"HARPER & BROTHERS."

The *American Literary Gazette* says: "In 1853 the great fire consumed, in a day their whole stock, and inflicted on them a loss of over a million of dollars. Then the energy of these printers was shown. They held, on the evening of the fire, a family council, to decide whether not they should rebuild their business. They had already so great wealth that their loss, so far from crippling them, left them with a competence for themselves and their children. But the claims of authors, of workmen who had long been with them, and the desire to leave a well-established business to their children, induced them to determine to go on. An order on Adams, of South Boston, for twenty of his new power-presses, to replace those destroyed by the fire, was *telegraphed* the same day, thus anticipating, by a few hours, applications *by mail* from other enterprising printers for a similar number of presses. By this prompt and characteristic action the Harpers were enabled to furnish their new office with some presses several months sooner than they could have done had they sent their order by mail instead of telegraph.

"It is said that the whole question was discussed and decided at this family council the evening after the fire; and the next week already plans began to be considered by the firm for a new building. Of course the business was temporarily carried on in another place. The new building, it was determined, should be fire-proof—and it is. It is of iron and brick; each floor is independent, there being no connection between the stories, except by means of a huge circular staircase of iron, which rises between the two great buildings, in a central court, and is protected by a brick tower. The floors are laid on brick arches; the doors are of iron; in fact, the building is of the utmost security, and ought to cost very little to insure. So far is precaution carried, that the boilers which furnish motive power for the establishment are placed in a separate court, where, should they blow up, the explosion would do little harm.

"Mr. Fletcher Harper is the life and soul of the establishment. He bears the heaviest burdens, and bears them lightly. He has courage for any enterprise; it is no secret that it was his thought to establish *Harper's Weekly* in 1856, and the *Bazar* in 1867, both of which journals have met with a success surpassed only by that of *Harper's Magazine*. To him the reports of book readers, the "tastes" of a publisher, are made. He exercises a close and constant scrutiny over all the articles which appear in the three periodicals, and is, in conjunction with Mr. J. Wesley Harper, and Fletcher Harper, Jr., the real editor of those publications. There was a time when he read, in manuscript, the greater part of the *Magazine* and *Weekly*; and even now, in cases where there is any doubt, he does this; and while he rather prominently asserts himself to be without the qualification to judge of the literary merits of the work, his taste and judgment, and his tact in seeing what will take with the public, are unfailingly correct. In person Fletcher Harper is tall, well formed, of light complexion, with blue eyes, and a very fine head. Elliot's portrait is full of the character of the man. In conversation he is brief, somewhat given to listening, and making up his mind while others are discussing a question. He decides rapidly, but does not always announce his decision at once. He is cheerful, most admirably good-tempered, slow to speak but quick to act; sharp at a bargain, but very apt to be much better than his word in carrying it out. He is, in the broadest senses of the word, a gentleman, and those who know him best are likely to love and respect him most highly."

[Translated for the Philadelphia Evening Bulletin.]

BILL OF FARE FOR TO-MORROW'S DINNER.

BY BARON BRISSE.

Bouille-à-baisse. Roast rib of beef. Maccaroni au Gratin.

"This Bouillabaisse a noble dish is—
A sort of soup, or broth, or brew,
Or hotchpotch of all sorts of fishes,
That Greenwich never could outdo;
Green herbs, red peppers, mussels, saffern,
Soles, onions, garlic, roach, and dace;
All these you eat at Terré's Tavern,
In that one dish of Bouillabaisse.
THACKERAY.

My "stuffed hare" of Friday had a success, as I have received word. I propose then, to-day, a "bouille-à-baise," or broth of salt-water fishes, a dish in grand honor on the shores of the Mediterranean, where it takes the place of our ordinary stew or hash dinners.

Many of our readers are not acquainted with the "bouille-à-baisse."

There is however no necessity to go to Marseilles to taste it; wherever salt-water fish in fresh condition can be procured, nothing is simpler than its preparation.

A Family Bouille-à-baisse.

All the ordinary smaller salt-water fishes, such as sea-bass, salt perch, tunny, flounder, sole, &c., are better in a bouille-à-baisse than in any other style of cooking.

Cut the fish in pieces; mince an onion and fry it in butter, without browning; arrange the pieces of fish in a small kettle, or broad and shallow saucepan; sprinkle them with olive oil, add the onion, a clove of garlic, a bay leaf, some slices of lemon, a little tomato, salt, a pinch of saffron, a glass of white wine, and moisten the whole with cold water, sufficiently to cover the fish entirely, then place the kettle over a very quick fire. After fifteen minutes boiling, the fish is cooked, and the moisture sufficiently reduced; then throw in a spoonful of chopped parsley, and after letting it nearly boil, pour the liquid part into a deep bowl where slices of bread half-an-inch thick have been placed, and turn out the fish into another dish, covering it with the ingredients of the stew, excepting the clove of garlic, lemon and bay leaf.

The two dishes are set on together, and the guests ought to partake of the contents of both at once.

There are persons who cannot like the bouille-à-baisse, and there are those who love it fanatically. LE B. B.

Philadelphia Bank Statement.

The following is the weekly statement of the Philadelphia Banks, made up on Monday afternoon, which presents the following aggregates:

Capital Stock	$16,017,150
Loans and Discounts	54,961,483
Specie	176,595
Due from other Banks	4,144,056
Due to other Banks	6,434,774
Deposits	35,264,697
Circulation	10,609,859
U. S. Legal Tender and Demand Notes	14,546,735
Clearings	39,303,203
Balances	3,385,169

The following statement shows the condition of the Banks of Philadelphia, at various times during the last few months:

	Loans.	Specie.	Circulation.	Deposits.
1867.				
Jan. 1	52,312,327	903,633	10,588,630	41,393,327
Feb. 4	52,551,130	871,564	10,430,693	39,592,713
Mar. 4	51,979,173	826,873	10,581,600	39,387,358
April 1	50,750,306	603,148	10,631,532	34,150,285
May 6	53,054,267	356,053	10,630,695	37,574,050
June 3	52,747,308	324,293	10,637,432	37,332,144
July 1	52,538,962	365,187	10,641,311	36,616,347
Aug. 5	53,427,840	302,056	10,635,925	35,094,543
Sept. 2	53,734,687	307,659	10,625,356	38,323,355
Oct. 7	53,641,100	258,303	10,627,921	34,857,467
Nov. 4	52,584,400	273,590	10,649,259	33,604,001
Dec. 2	51,213,435	216,071	10,646,819	34,817,985
1868.				
Jan. 6	52,002,304	235,912	10,639,003	36,621,274
Feb. 3	52,604,919	248,673	10,635,927	37,922,287
Mar. 2	52,459,759	211,365	10,630,434	35,798,314
April 6	52,209,234	215,835	10,642,470	31,378,119
May 4	53,333,740	314,856	10,631,044	35,109,937
June 1	53,562,449	239,371	10,626,937	36,574,457
July 6	53,653,471	233,996	10,625,426	38,528,200
Aug 3	54,341,163	187,261	10,622,646	40,435,671
Sept. 7	55,684,068	222,900	10,622,316	38,076,607
Oct. 5	54,258,612	195,689	10,609,330	36,387,508
" 12	55,373,834	161,262	10,607,418	36,309,098
" 19	55,401,115	200,598	10,610,700	35,943,261
" 26	54,964,458	176,595	10,609,859	35,264,097

The following is a detailed statement of the business of the Philadelphia Clearing House for the past week, furnished by G. E. Arnold, Esq., Manager:

	Clearings.	Balances.
Oct. 19	6,851,050 25	565,565 09
" 20	6,412,159 76	482,690 63
" 21	7,132,149 39	703,189 91
" 22	6,784,396 50	395,641 77
" 23	6,041,543 58	654,996 52
" 24	6,081,906 89	583,084 85
	$39,303,203 67	$3,385,169 77

BUSINESS CARDS.

JOHN J. WEAVER. J. SELLERS PENNOCK.

WEAVER & PENNOCK,
PLUMBERS, GAS AND STEAM FITTERS,
37 North Seventh Street, Philadelphia.

Country Seats fitted up with Gas and Water in first-class style. An assortment of Brass and Iron Lift and Force Pumps constantly on hand.

LEAD BURNING AND CHEMICAL PLUMBING.

N. B.—Water Wheels supplied to the trade and others at reasonable prices. jy31 3m§

JAMES 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 St.

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

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD.

THE PAN-HANDLE ROUTE.

24 HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS less TIME than by COMPETING LINES.

PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 9.55 P. M., 26 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, NO. 116 MARKET STREET, bet. Second and Front Sts., And THIRTY-FIRST and MARKET Streets, West Phila.

S. F. SCULL, Gen'l Ticket Agt., Pittsburgh.
JOHN H. MILLER, Gen'l East'n Agt., 526 Broadway, N. Y.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS On and after MONDAY, Oct. 5th, 1868, the trains will leave Depot, Thirty first and Chestnut streets, as follows:

Trains leave Philadelphia for West Chester, at 7.45 A. M., 11 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.

Train 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 7.45 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on 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.

Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100 unless a special contract is made for the same. HENRY WOOD, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

WINTER ARRANGEMENT.

On and after MONDAY, October 26, 1868, trains will leave Vine Street Wharf as follows, viz.:

Mail and Freight......7.30 A. M.
Atlantic Accommodation......3.45 P. M.
Junction Accommodation, to Atco and intermediate stations......5.00 P. M.

RETURNING, WILL LEAVE ATLANTIC.

Mail and Freight......1.25 P. M.
Atlantic Accommodation......6.10 A. M.
Junction Accommodation, from Atco......6.25 A. M.

HADDONFIELD ACCOMMODATION TRAIN WILL LEAVE

Vine Street Ferry at......10.15 A. M. and 2.00 P. M.
Haddonfield at......1.00 P. M. and 3.15 P. M.
je20-tf D. H. MUNDY, Agent.

TRAVELERS' GUIDE.

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. Summer Arrangement of Passenger Trains, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.15 P. M.

MORNING EXPRESS.—At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.

The 7.30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. connects 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 5.15 P. M.; arrives in Reading at 8.05 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 2.05 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 9.15 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., 12.45 and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 6.20 A. M., 1.00 P. M. and 5.45 P. M.

PERKIOMEN RAILROAD.—Passengers for Skippack take 7.30 A. M. and 4.30 P. M. trains from Philadelphia, returning from Skippack at 8.10 A. M. and 1.25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

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 1.45 and 1.06 A. M., and 1.50 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 2.50 and 5.25 A. M., 9.35 P. M., passing Reading at 4.44 and 7.06 A. M. and 11.40 P. M., arriving at New York 10.10 and 11.45 A. M., and 5.00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.45, 11.30 A. M. and 6.40 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 P. M., and from Tremont at 7.40 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 Ticket, 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 4.35 A. M., 12.45 noon, 5.00 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.

BAGGAGE.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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.

	Fare.
At 5.30 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.00 P. M., via Camden and Amboy Express,	3 00
At 3.30 P. M., via Camden and Jersey City Express,	3 00

At 6 P. M. for Amboy and intermediate stations.
At 6.30 and 8 A. M., 2 and 3.30 P. M., for Freehold.
At 8 and 10 A. M., 3.30 and 4.30 P. M., for Trenton.
At 5.30, 8 and 10 A. M., 1, 2.30, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.
At 5.30 and 10 A. M., 1, 2, 3, 3.30, 4.30, 6 and 11.30 P. M., for Florence.
At 5.30 and 10 A. M., 1, 3.00, 4.30, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and 3.30 P. M. for Palmyra.
At 5.30 and 10 A. M., 1, 3, 4, 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.

From Kensington Depot:

At 11 A. M., via Kensington and Jersey City, New York Express Line......$3 00
At 7.00 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol.
At 7.00 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.
At 7.00 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington.
At 7.00 and 10.15 A. M., 2.30, 4, 5 and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and Intermediate Stations.

From West Philadelphia Depot, via Connecting Railway:

At 9.30 A. M., 1.00, 6.30 and 12 P. M. New York Express Line, via Jersey City......$3 25
At 1 A. M. Emigrant Line......2 00
At 1.30 A. M. on Monday only—New York Express Line......$3 25

The 9.30 A. M. and 6.30 P. M. Lines run daily. All others, Sundays excepted.

At 9.30 A. M., 1.00, 6.30 and 12 P. M., for Trenton.
At 9.30 A. M., 6.30 and 12 P. M., for Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.

For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars of 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 9.30 A. M. and 6.30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

At 7.00 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, &c.

At 7.00 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, 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.

CAMDEN AND BURLINGTON CO. AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market Street Ferry (Upper Side.)

At 7 and 10 A. M., 1, 2.30 and 5.30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton.

At 7 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon and Hightstown.

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 residences or hotel to destination, by Union Transfer Baggage Express.

Lines from New York for Philadelphia will leave from foot of Cortland street at 7 A. M. and 1.00 and 4.00 P. M., via Jersey City and Camden. At 6.30 P. M. via Jersey City and Kensington. At 10.00 A. M. and 12.30 and 5.00 P. M., and 12 Night, via Jersey City and West Philadelphia.

From Pier No. 1, N. River, at 5.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.

Sept. 14, 1868. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, Oct. 5th, 1868, 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 11.45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville and Havre-de-Grace.

Passengers for Fortress Monroe and Norfolk will take the 11.45 A. M. Train.

Wilmington Trains, stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, 7.00 P. M. The 5.00 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7.00 and 8.10 A. M., and 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia. The 7.00 P. M. Train from Wilmington runs daily. All other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail, 9.35 A. M., Express, 2.25 P. M., Express, 7.25 P. M., Express.

SUNDAY TRAINS FROM BALTIMORE.—Leave Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-east, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester.

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.

TRAVELERS' GUIDE.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

From Foot of Market St. (Upper Ferry).

Commencing Wednesday, Sept. 16, 1868.

Trains leave as follows:

For Cape May and stations below Millville 3.15 P. M.
For Millville, Vineland and intermediate stations 8.15 A. M., 3.15 P. M.
For Bridgeton, Salem and way stations 8.15 A. M. and 3.30 P. M.
For Woodbury at 8.15 A. M., 3.15, 3.30 and 6 P. M.

Freight train leaves Camden daily at 12 o'clock, noon. Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 S. Delaware Avenue.

WILLIAM J. SEWELL, Superintendent.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton, Carbondale 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, ELEVEN DAILY TRAINS—On and after MONDAY, JULY 20th, 1868, Passenger Trains leave the New Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:

At 6.45 A. M.—Accommodation for Fort Washington.

At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, 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 Mahanoy City at 2 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 10.20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Hazleton, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2.35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3.15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre and Scranton.

At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 5.00 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 9.00 and 11.05 A. M., 2.00 and 8.30 P. M. 11.05 A. M. and 2.00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

Passengers leaving Wilkesbarre at 1.45 P. M. connect at Bethlehem at 6.05 P. M., and arrive in Philadelphia at 8.30 P. M.

From Doylestown at 8.25 A. M., 5.00 and 7.00 P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 9.30, 10.45 A. M. and 3.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4.50 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.—Fall Time.—Taking effect Sept. 13th, 1868. 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, No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accom.	at 10.30 A. M., 1.00, and 9.00 P. M.
Fast Line	at 11.40 A. M.
Erie Express	at 11.40 A. M.
Harrisburg Accommodation	at 2.30 P. M.
Lancaster Accommodation	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Erie Mail and Buffalo Express	at 11.00 P. M.
Philadelphia Express	at 12.00 night

Erie Mail leaves daily, except Sunday, running to Williamsport only on Saturday night. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 1.45 A. M.
Philadelphia Express	" 7.10 "
Paoli Accom.	at 8.20 A. M. and 3.40 & 7.10 P. M.
Erie Mail and Buffalo Express	" 7.10 A. M.
Parkesburg Train	" 9.10 "
Fast Line	" 9.35 "
Lancaster Train	"12.30 P. M.
Erie Express	" 5.10 "
Day Express	" 5.10 "
Harrisburg Accom.	" 9.50 "

For further information, apply to

JOHN C. ALLEN, Ticket Agent, 901 Chestnut street.
CAPT. F. D. MAY, Continental Hotel.
FRANCIS FUNK, Agent, 116 Market street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Friday, May 1, 1868.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3½, 4, 5, 5½, 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, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5, 5½, 6.15, 8.05 and 11½ P. M.

Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4½, 6.15 and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Norristown—7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5, 5½, 6.15, 8.05 and 11½ P. M.

Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6½ and 9 P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Manayunk—7½ A. M.; 6 and 9½ P. M.

W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

PHILADELPHIA AND ERIE RAILROAD.—FALL TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, Sept. 14th, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia......10.40 P. M.
" " Williamsport......8.30 A. M.
" " arrives at Erie......9.25 P. M.
Erie Express leaves Philadelphia......11.30 A. M.
" " Williamsport......8.35 P. M.
" " arrives at Erie......9.50 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......10.50 A. M.
" " Williamsport......11.00 P. M.
" " arrives at Philadelphia......7.00 A. M.
Erie Express leaves Erie......7.35 P. M.
" " Williamsport......8.25 A. M.
" " arrives at Philadelphia......5.00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage Checked Through.

ALFRED L. TYLER, General Superintendent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after Monday, April 13, 1868, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets (West Philada.), at 7.15 A. M. and 4.50 P. M.

Leave Rising Sun, at 5.15 A. M., and Oxford at 6.00 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 A. M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2.30 P. M., runs through to Oxford.

The Train leaving Philadelphia at 7.15 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, General Sup't.

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.

RELIGIOUS NOTICES.

THE SECOND ANNUAL SABBATH SCHOOL Jubilee, in aid of the Home for the Aged and Infirm of the M. E. Church, will be given at the Academy of Music on Thursday evening, Oct. 29, 1868, commencing at 8 o'clock. A number of beautiful pieces will be sung by a company of nearly one thousand children, under the direction of Prof. W. G. Fischer. Standing Tickets and Tickets for Amphitheatre, 25 cents each, to be had at the M. E. Book-Room, No. 1018 Arch street. oc24-5t*

SPECIAL NOTICES.

U. S. INTERNAL REVENUE COLLECTOR'S Office, First District Penn'a, No. 247 South Third street, Philadelphia.

NOTICE TO LIQUOR DEALERS.—All persons in this District having in their possession, on the 1st day of November next, any Distilled Spirits intended for sale, exceeding in quantity fifty gallons, and not then in Bonded Warehouse, are required by law to make return of the same in detail to this office. The prescribed blank forms for said returns will be furnished on application at this office, on or after the 1st of November. CHARLES ABEL, Collector. oc20,21 11t§

OFFICE KENSINGTON AND OXFORD TURNPIKE ROAD COMPANY, 127 S FOURTH street. PHILADELPHIA, Oct. 20, 1868. The Annual Meeting of the Stockholders of this Company will be held at their office on MONDAY, November 2, at 12 M., when an election will be held for a President and Managers and Treasurer to serve for the ensuing year. SAMUEL C. FORD, President. oc20,tu,th,s,t,no,2§

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE OCEAN OIL COMPANY, will be held at the Office, No. 144 South Fourth street, on TUESDAY, Nov. 10th next, at 12 o'clock, noon. Transfer books will close on the 2nd November, and opened on the 11th. DAVID BOYD, JR., Secretary. oc20 27 no3 9 4t§

OFFICE OF THE AMYGDALOID MINING COMPANY OF LAKE SUPERIOR, No. 324 WALnut street. PHILADELPHIA, Oct. 16, 1868. Notice is hereby given that all stock of the Amygdaloid Mining Company of Lake Superior, on which instalments are due and unpaid, is hereby declared forfeited, and will be sold at public auction on TUESDAY, November 17th, 1868, at 12 o'clock, noon, at the office of the Secretary of the Corporation, according to the charter and by-laws, unless previously redeemed, with interest and expense of advertising. By order of the Directors. M. H. HOFFMAN, Treasurer. oc16-1 no17§

OFFICE RESOLUTE MINING COMPANY, NO. 324 WALNUT STREET. PHILADELPHIA, October 14, 1868. Notice is hereby given that all Stock of the Resolute Mining Company, on which instalments are due and unpaid, is hereby declared forfeited, and will be sold at public auction on SATURDAY, November 14, 1868, at 12 o'clock, noon, at the Office of the Secretary of the Corporation, according to the Charter and By-Laws, unless previously redeemed. By order of the Directors. B. A. HOOPES, Treasurer. oc14 no14§

OFFICE OF THE PENNSYLVANIA MINING COMPANY OF MICHIGAN, 326 WALNUT street. PHILADELPHIA, October 7th, 1868. A special meeting of the Stockholders of the Pennsylvania Mining Company of Michigan will be held at their Office, on MONDAY, November 16th, 1868, at 11 o'clock, A. M., for the purpose of deciding upon the proper course to be adopted in view of the cessation of work at the Mine. By order of the Board of Directors. WM. F. WEAVER, Secretary. oc15 tno16§

DIVIDEND NOTICES.

DIVIDEND NOTICE.—OCEAN OIL COMPANY. A Dividend of Five Cents per share has been declared, payable on and after Nov. 2d next, clear of Taxes. Books close 27th inst. at 3 P. M., and open Nov. 2d. DAVID BOYD, JR., Treasurer. OCTOBER 23, 1868. oc23 27 29 31 4t§

SHIPPERS' GUIDE.

For Boston—Steamship Line Direct,

SAILING FROM EACH PORT EVERY FIVE DAYS, FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON.

This line is composed of the first-class Steamships,

ROMAN, 1,488 tons, Captain O. Baker.
SAXON, 1,250 tons, Captain F. M. Boggs.
NORMAN, 1,293 tons, Captain Crowell.

The NORMAN, from Phila. on Saturday, Oct. 31, at 6 P. M.
The ROMAN, from Boston, Friday, Oct. 30, at 3 P. M.

These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth.

Freight for points beyond Boston sent with despatch.

Freight taken for all points in New England and forwarded as directed. Insurance ½.

For Freight or Passage (superior accommodations), apply to HENRY WINSOR & CO., 338 South Delaware avenue. mv31

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY. At Noon, from FIRST WHARF above MARKET street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received DAILY.

WM. P. CLYDE & CO., 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. fel-tf

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES, FROM QUEEN STREET WHARF.

The JUNIATA will sail FOR NEW ORLEANS, VIA HAVANA, Saturday, November 14th, at 8 o'clock A. M.

The STAR OF THE UNION will sail FROM NEW ORLEANS, via HAVANA, on

The WYOMING will sail FOR SAVANNAH on Saturday, October 31st, at 8 o'clock A. M.

The TONAWANDA will sail FROM SAVANNAH on Saturday, Oct. 31st.

The PIONEER will sail FOR WILMINGTON, N. C., on Friday, November 6th, at 8 o'clock A. M.

Through Bills of Lading signed, and Passage Tickets sold to all points South and West.

WILLIAM L. JAMES, General Agent, Queen Street Wharf.

HAVANA STEAMERS. SAILING EVERY 21 DAYS. These steamers will leave this port for Havana every third Tuesday, at 8 o'clock A. M. The steamship STARS AND STRIPES, Captain Holmes, will sail for Havana on TUESDAY MORNING, November 10th, at 8 o'clock A. M. Passage, $40 currency. Passengers must be provided with Passports. No Freight received after Saturday. Reduced Rates of freight. THOMAS WATTSON & SONS, 140 North Delaware avenue.

NOTICE. FOR NEW YORK, Via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the Line leave *Daily* from first wharf below Market street. THROUGH IN 24 HOURS. Goods forwarded by all the Lines going out of New York—North, East and West—free of commission. Freight received at our usual low rates. WM. P. CLYDE & CO., 14 South Wharves, Philadelphia. JAS. HAND, Agent, 119 Wall street, cor. South, New York. mh19-tf§

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave regularly from the first wharf above Market street, every Saturday at noon. Freight received daily. WM. P. CLYDE & CO., 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & CO., Agents at Alexandria, Virginia. fel-tf

WANTED IMMEDIATELY, VESSELS TO load at Charleston for Philadelphia. Liberal freights paid and despatch given. Apply to Edmund A. Souder & Co., 3 Dock street wharf. je30-tf

FOR ANTWERP.—THE FIRST-CLASS SHIP "GRAHAM'S POLLY" is now loading for Antwerp, having a large portion of her cargo engaged. Will have quick despatch. For freight of Refined Oil only, apply to WORKMAN & CO., 123 Walnut street. au13 tf

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal—Swiftsure Transportation Company—Despatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 19th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves. mh19-tf

DELAWARE AND CHESAPEAKE Steam Tow-Boat Company—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City and intermediate points. WM. P. CLYDE & CO., Agents. Capt. JOHN LAUGHLIN, Sup't. Office, 14 S. Wharves, Phila. fel-tf

NOTICE.—CONSIGNEES OF MERCHANDISE FROM Leghorn, per bark "Lady Stanley," Harrison, Master, will please send their permits to the office of the undersigned. The vessel will commence discharging under general order on Friday, A. M., 23d inst., at Lombard street wharf, Schuylkill, when all goods not permitted will be sent to public stores. WORKMAN & CO., Consignees. oc21-tf

NOTICE.—CONSIGNEES OF FIFTY TONS OF BARwood, from Greenock, per bark "Florri M. Hulbert," Curtis, Master, will please come forward, pay freight and receive the same, as it is now being discharged at Washington street wharf. WORKMAN & CO., Consignees. oc15tf

NOTICE.—ALL PERSONS ARE HEREBY CAUtioned against harboring or trusting any of the crew of the Br. Bark Europa, as no debts of their contracting will be paid by the Captain or Consignees. WORKMAN & CO., 123 Walnut street. oc15-tf

NOTICE.—ALL PERSONS ARE HEREBY CAUtioned against trusting any of the crew of the American ship Francis P. Cutting, Tyson Master, from Liverpool, as no debts of their contracting will be paid by either captain or consignees. PETER WRIGHT & SONS, No. 115 Walnut street. oc5-tf

NOTICE.—THE AMERICAN BARK ADELAIDE Norris, Reed, Master, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. se28tf

CAUTION.—ALL PERSONS ARE FORBID TRUSTing or harboring any of the crew of the N. G. Bark Helene, Kunth, Master, from London, as no debts of their contracting will be paid by Captain or Agents. WORKMAN & CO. se17tf

NOTICE.—ALL PERSONS ARE HEREBY CAUtioned against trusting any of the crew of the American bark Adelaide Norris, Reed, master, from Liverpool as no debts of their contracting will be paid by either captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. se28-tf

GAS FIXTURES.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.